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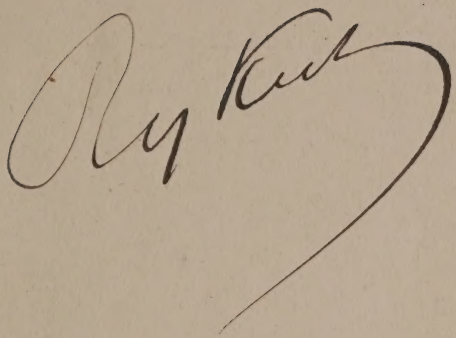

DEBATES

—OF—

THE SENATE

—OF THE—

DOMINION OF CANADA,

1884.

REPORTED, EDITED AND PUBLISHED

—BY—

HOLLAND BROS.,

Official Reporters of the Senate of Canada, Ottawa.

SECOND SESSION—FIFTH PARLIAMENT.

OTTAWA:
PRINTED BY A. S. WOODBURN, ELGIN STREET.
1884.

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THE DEBATES

—OF THE—

SENATE OF CANADA,

—IN THE—

SECOND SESSION OF THE FIFTH PARLIAMENT OF THE DOMINION OF CANADA, APPOINTED TO MEET FOR DESPATCH OF BUSINESS ON THE 17th OF JANUARY, 1884, IN THE FORTY-SEVENTH YEAR OF THE REIGN OF

HER MAJESTY QUEEN VICTORIA.

THE SENATE.

Ottawa, Thursday, January 17th, 1884.

THE SPEAKER OF THE SENATE.

The Members of the Senate were informed that a Commission under the Great Seal had been issued, appointing the Honorable WILLIAM MILLER to be the Speaker of the Senate.

The Commission was then read by the Clerk, and the SPEAKER took the chair.

THE CHAPLAIN OF THE SENATE.

The SPEAKER informed the House that the Venerable JOHN S. LAUDER, Doctor of Civil Laws, and Archdeacon of Ottawa, in the Province of Ontario, was in attendance, and had a Commission appointing him Chaplain to the Senate.

The Commission was then delivered to the Clerk, who read the same.

PRAYERS.

MASTER IN CHANCERY.

The SPEAKER informed the Senate that a Commission under the Great Seal had been issued, appointing ANTOINE ALPHONSE BOUCHER, Esquire, a Master in Chancery.

The Commission was then read and ordered to be put upon the Journal.

NEW SENATORS.

The SPEAKER presented to the House a Return from the Clerk of the Crown in Chancery, setting forth that His Excellency the Governor-General had summoned to the Senate the Honorable Messieurs DONALD MCMILLAN, JAMES TURNER and GEORGE C. MCKINDSEY, of the Province of Ontario; also the Honorable Messieurs JAMES G. ROSS and ALEXANDRE LACOSTE, of the Province of Quebec.

The hon. Messrs. LACOSTE, MCMILLAN, TURNER and MCKINDSEY were then introduced and took their seats.

The House was adjourned during pleasure.

THE SPEECH FROM THE THRONE

This day, at Three o'clock, p.m., HIS EXCELLENCY THE GOVERNOR-GENERAL proceeded in state to the Senate Chamber and took his seat upon the Throne. The members of the Senate being assembled, His Excellency was pleased to command the attendance of the House of Commons, and that House being present, HIS EXCELLENCY was pleased to open the SECOND SESSION of the FIFTH PARLIAMENT OF THE DOMINION OF CANADA, with the following speech:—

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Honorable Gentlemen of the Senate:
Gentlemen of the House of Commons:

In fulfilment of the important trust committed to me by Her Majesty, I have recourse for the first time to your advice and assistance. It is a source of the deepest personal satisfaction to me that I should have been called by Her Majesty to an office in which, as Her Representative. I am enabled to take a part in the public affairs of the Dominion, and to associate myself with you in the performance of the honorable duties which you are about to approach.

I rejoice to learn that although the last harvest has been less productive than its predecessors, and although there are indications that the rapid expansion of your commerce has to some extent been followed by over-trading, the general condition of the Dominion is such as to justify me in congratulating you upon its prosperity.

The marked success attained by Canada at the International Fishery Exhibition in London, must be very gratifying to you, and has, I doubt not, been of great service in showing to the world the wealth of our fisheries and the extent of our marine industries and resources.

The Commissioners appointed by my predecessor for the purposes of consolidating the Statutes affecting the Dominion, have pursued their task with diligence, and I am enabled to lay before you for examination about sixty chapters of the proposed consolidation. The remainder of the work will be prepared, and the whole of it revised during the present year, so that the final report will be ready at your next session for your approval.

The number of immigrants to Canada during the past season has, I am glad to say, been greater than in any previous year, and is a proof that the better Canada is known the more it is valued by those seeking a home in the new world.

Arrangements are in progress to diminish the cost of inland transport, and I have reason to believe that the result will be a steady increase of valuable settlers in the future.

During the recess negotiations were resumed with British Columbia in regard to several matters upon which differences had for some time existed between the two Governments. One of my ministers visited that Province last summer on a special mission with a view to the adjustment of all questions in controversy, and his efforts have happily been successful. Should your sanction be given to the arrangements then made all occasions of dispute will have been removed, and the most cordial relations established between the Dominion and Provincial Governments. The papers will be laid before you and your consideration invited to measures enabling me to give effect to the agreement.

The rapid increase of population in the North-west renders some amendments in the North-west Territories Act expedient, and your attention will be called to this important matter.

The progress of the Indians in Manitoba and the North-west during last year has been on the whole satisfactory. The Bands included in the several Indian Treaties have for the most part betaken themselves to their reserves. A Bill for the further promotion of their interests will be submitted to you, as well as a measure applicable to the whole Dominion for the purpose of encouraging the more advanced Indian communities to assume the responsibilities of self-government.

The Bill laid before you last session for the representation of the people in Parliament and the assimilation of the electoral franchises existing in the several Provinces has now been before the Country for a year. The measure will be re-introduced and I commend it to your attention.

I would also urge upon you the expediency of providing for the regulation of factory labor and the protection of the workingman and his family. The measure submitted last session, with some amendments, will be laid before you.

The rapid progress of the Canadian Pacific Railway has been maintained throughout the past year. Of the two thousand eight hundred and thirty-three miles of the main line between Pembroke and Port Moody, one thousand seven hundred and thirty-eight miles are now constructed, rendering practicable the completion of that great work within the next two years. Although the time within which the Railway Company is bound to finish the road will not expire until 1891, my Government has thought it of the greatest importance for the settlement of the North-West and the development of our trade that its completion from sea to sea should be hastened, and the Company enabled to open the line throughout by the spring of 1886. With this view, and in order to aid the Company in procuring sufficient capital for the purpose by the disposal of its unsold shares, the Government agreed to receive a deposit of

money and securities sufficient to pay a minimum three per cent. dividend for ten years on sixty-five millions of the stock. That arrangement was made in the belief that it would give steadiness and increased value to the shares on the market. A combination of unfavourable circumstances has prevented the fulfilment of these expectations, and the Company has not been able to obtain the required capital by a sale of its stock. The best means of preventing any delay in the great object of the early completion of the railway demands your earnest consideration.

I am pleased to be able to state that the operation of that portion of the railway already opened affords the most gratifying evidence of its soundness as a commercial enterprise and of its great value to Canada.

The large increase of the volume of traffic on the Intercolonial Railway over that of any previous year, without involving any burden upon the country, is a satisfactory proof of the continued development of trade between the eastern and western portions of the Dominion.

A provisional arrangement made with the Government of Nova Scotia for the retention of the Pictou Branch and the acquisition of the Eastern Extension Railway to the Strait of Canso will be submitted for your approval.

Gentlemen of the House of Commons:

The accounts for the past year will be laid before you. You will find that the expenditure has been considerably less and the receipts larger than the estimates, the surplus exceeding that of any previous year. The revenues of the first half of the current year, notwithstanding the large importations of last season, have been such that we may reasonably expect that the estimates for the year will be fairly maintained.

The estimates for the ensuing year will also be submitted to you. They will, I trust, be found to have been prepared with due regard to economy.

Honorable Gentlemen of the Senate:

Gentlemen of the House of Commons:

I feel assured that you will devote yourselves with earnestness and assiduity to the consideration of the subjects I have mentioned, and to all matters affecting the public interests that may be brought before you.

His Excellency the Governor-General was pleased to retire, and the House of Commons withdrew.

The House resumed.

RAILWAYS BILL.

FIRST READING.

HON. SIR ALEX. CAMPBELL introduced a Bill intituled "An Act relating to Railways."

The Bill was read the first time.

THE ADDRESS.

MOTION.

THE SPEAKER reported His Excellency's Speech from the Throne, and the same was then read by the Clerk.

HON. SIR ALEX. CAMPBELL moved that the House do take into consideration the Speech of His Excellency the Governor-General on Monday next.

The motion was agreed to.

THE VANCOUVER ISLAND RAILWAY.

MESSAGE.

A message was received from his Excellency the Governor-General under his sign Manual, transmitting to the Senate an agreement made at Victoria, on the 20th day of August, 1883, relative to various points remaining unsettled between the Government of the Dominion and that of the Province, together with the contract for the construction of a Railway on the Island of Vancouver, and accompanying papers, and recommending the same to the favourable consideration of the House.

The message was read by the Clerk.

Order that the same do lie on the table.

THE LIBRARY OF PARLIAMENT.

REPORT.

The SPEAKER presented the Report of the Librarian on the state of the Libary of Parliament.

Ordered that the same do lie on the table.

The Senate adjourned at 4.30 p. m. until Monday next.

THE SENATE.

Ottawa, Monday Jan. 21st, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

ADDRESS IN ANSWER TO THE SPEECH FROM THE THRONE.

Hon. M. LACOSTE—Ce n' est pas sans hésitation que je me lève pour proposer l'adresse en réponse au discours du trône.

Habitué au langage du Palais, je crains que ma voix ne soit trop peu exercée pour traiter comme il convient devant cette Chambre les grandes questions qui intéressent si vivement le pays.

Toutefois, appelé à siéger au milieu de vous, c'eût été, il me semble, mal comprendre mon devoir que de refuser l'honneur qui m'était offert, que de fuir la responsabilité qui m'incombe d'être l'écho de cette Chambre dans l'appréciation qu'elle fait de la politique du Gouvernement telle qu'annoncée par Son Excellence.

Comme toute législation doit répondre à un besoin qui se fait sentir dans la nation, il est tout naturel que la plupart des mesures annoncées par Son Excellence aient trait à la consolidation et à l'affermissement de la Conféderation qui a été conçue et réalisée pour faire de nous un grand peuple.

Unir des pays séparés par des distances interminables, par des déserts, pour ainsi dire, sans fin, dans le but d' en faire une seule et même nation, eût semblé une utopie à des peuples plus riches et plus forts que nous.

Cependant une population de quatre millions a entrepris cette grande oeuvre et pour cela s'est imposé des sacrifices immenses qui méritent l'admiration de l'univers.

Pour sa propre défense contre toute invasion armée, sans but de spéculation, sachant bien que, pendant un certain nombre d'années, ce serait un fardeau pour lui, le pays a construit le chemin de fer Intercolonial. Aujourd'hui il commence à recueillir le fruit de ce sacrifice. Le chemin n'est plus une charge pour l'Etat, grâce au développememt de l'industrie et à l'augmentation du traffic et aussi à la bonne administration du Gouvernement.

Mais la grande entreprise que nous avions à faire pour assurer l'union des Provinces et l'unité de la confédération, c'était la construction d'un chemin de fer reliant l'océan Pacifique à l'océan Atlantique : la distance est immense ; il fallait traverser des déserts, tailler dans le roc des montagnes.

Beaucoup criaient à la folie, que nous ne pourrions réaliser un projet aussi absurde, que les ressources de la nation étaient insuffisantes. Cependant, ce qui était un projet, il y a quelques années, est aujourd'hui, pour ainsi dire, une réalité. Il s'est trouvé des hommes sérieux, et non pas des prête-noms, il s'est trouvé des capitalistes puissants qui se sont chargés de la construction de ce chemin.

Sans doute que les entrepreneurs du chemin du Pacifique, en acceptant le contrat, pensaient y trouver leur intérêt, mais il faut avouer tout de même qu'il leur fallait une forte dose de courage, d'énergie, de sagacité pour risquer leur fortune dans une entreprise aussi colossale, dont il était si difficile de prévoir les résultats au point de vue financier.

Tandis que, dans les chambres, ici, on accusait le Gouvernement de leur donner trop d'aide, des hommes de la finance dépréciaient leurs actions sur les marchés monétaires. Les compagnies rivales, comprenant la terrible concurrence que le Pacifique canadien leur ferait, l'avantage de pouvoir communiquer d'un océan à l'autre sur un seul et même chemin de fer, sans avoir besoin de compagnies étrangères, sans être tenu de faire avec elles de ces arrangements qui absorbent les profits et font hausser les prix de transport, comprenant le grand avantage d' avoir une seule et même administration d'un bout du chemin à l'autre, les compagnies rivales, dis-je, firent une lutte acharnée.

Nonobstant cette lutte, la compagnie du Pacifique a avancé la construction avec

une rapidité peut-être sans précédent, et elle va finir dans deux ans ce qu'elle s'était engagée à terminer en 1891.

Mais cette lutte n'a pas été sans effet, et les valeurs de la compagnie ont été dépréciées.

Le Gouvernement a cru quil devait venir au secours de la compagnie, afin de hâter l'achèvement du chemin, et a donné la garantie dont il est parlé dans le discours du trône.

Malheureusement cette aide n'a pas été suffisante :—les rivalités ont continué et d'ailleurs les effets de chemins de fer ont subi une dépression générale, des fortunes se sont écroulées.

Rien de surprenant que, dans les circonstances, les valeurs du Pacifique canadien aient subi une épreuve trop forte, comme les autres valeurs de même nature.

Le Gouvernement, croyant qu 'il est de l'intérêt du pays que ce chemin soit complété au plus vite, se propose de suggérer à cette Chambre de venir de nouveau en aide à la compagnie.

J'ai toute confiance que cette mesure sera reçue avec toute la faveur que mérite son importance, et que cette Chambre consentira à toute aide qui ne sera pas de nature à obérer trop fortement le trésor.

Ce chemin de fer que nous construisons moyennant de si grands sacrifices, n' est pas seulement fait pour relier la Colombie-Anglaise aux autres Provinces. Cette immense plaine qui s'étend depuis le lac Supérieur jusqu 'aux Montagnes Rocheuses, nous appartient. Elle a été découverte par un Canadien, La Verendrye, qui vers le milieu du dernier siècle a planté le drapeau de la France au pied même des Montagnes Rocheuses.

L'année prochaine, on célébrera le deux-centième anniversaire de cet infatigable découvreur.

Il nous faut utiliser le sol de cette contrée si fertile ; mais, comme notre population n'est pas assez dense pour nous permettre de coloniser nous-mêmes ces terres, le Gouvernement favorise avec sagesse un courant d'immigration qui, grâce à ses efforts, va toujours en augmentant.

J'ai toute confiance que le gouvernement, dans les efforts qu'il fera, tiendra compte des sympathies de la Province de Québec, et qu'il fera venir de France une immigration saine.

L'occasion me semble favorable. L'état d'incertitude dans lequel se trouve ce pays commence à y paralyser les capitaux, surtout dans les centres monarchistes.

Déjà plusieurs Français ont placé des capitaux dans notre pays. C'est sans doute un avantage d'avoir des émigrants, mais c'est un avantage encore beaucoup plus grand d'avoir des émigrants qui apportent de l'argent.

Tout en pensant à la grandeur et à la prospérité de notre pays, nous ne saurions oublier les anciens propriétaires du sol. " Si la découverte de Nouveau Monde, dit notre grand historien Garneau, a exercé une influence salutaire sur les destinées de l'Europe, elle a été funeste aux nations qui habitaient l'Amérique. Leur amour de la liberté, leurs moeurs belliqueuses, leur intrépidité retardent encore à peine d'un jour leur ruine : au contact de la civilisation, elles tombent avec plus de rapidité que les bois mystérieux que leur servaient de retraite, et bientôt elles auront disparu sans laisser plus de trace que les brises qui passent sur les savanes."

Espérons que nous pourrons sauver les débris de ces nations et les amener à jouir des bienfaits de la civilisation.

En les initiant peu à peu aux affaires, en leur laissant par degré la responsabilité de leur propre gouvernement, peut-être pourrons-nous les soustraire à l'humiliation d'une tutelle qui n'existe, chez les peuples civilisés, que pour protéger l'enfance et la première jeunesse. C'est une oeuvre de justice et d'humanité que fait le Gouvernement en tentant dans ce sens les efforts qui nous sont annoncés par le discours du trône.

Rien ne peut être plus propre à faire connaître notre pays et à favoriser l'immigration, que les expositions comme celle des pêcheries qui a eu lieu à Londres dans le cours de l'année dernière.

J'avais l'avantage de visiter cette exposition en juillet dernier, et j'étais fier d'entendre autour de moi vanter les ressources et les produits du Canada. Avouons que ce succès est dû en grande partie au choix judicieux qu' a fait le gouvernement dans la personne de M. Joncas. Les journaux de Londres étaient remplis d'éloges à propos de la lecture qu'il a donnée, et son activité et sa complaisance lui ont gagné les sympathies des visiteurs.

Passant maintenant aux autres questions qui font la matière du discours du trône, qu'il me soit permis de féliciter l'honorable Ministre de la justice du succès qu'il a obtenu dans le règlement des différends entre la Puissance et la Colombie-Anglaise.

Son habileté ne lui a pas plus fait défaut dans cette circonstance qu'en toute autre.

Il est à espérer que les conflits entre les Provinces et le Gouvernement de la Puissance seront toujours réglés avec autant de justice et de facilité.

Les questions constitutionnelles sont toujours brûlantes, et l'avenir de la confédération est dans une interprétation de la constitution, sage et conforme aux vues de ses auteurs, dans une interprétation tendant à rendre à César ce qui appartient à César et aux Provinces ce qui appartient aux Provinces.

Nous ne saurions trop féliciter le Gouvernement d'avoir entrepris la refonte des lois statutaires fédérales. Ce travail comprend non seulement les lois passées depuis la conféderation, mais aussi celles antérieures qui sont disséminées dans les différents statuts provinciaux. Ceux des commissaires que je connais me sont une garantie que tout le soin et toute l'attention voulue seront apportés dans l'exécution de cet ouvrage important.

Les amis de l'humanité et de la saine économie politique ont dû voir avec plaisir la mesure annoncée concernant la réglementation du travail dans les manufactures. Un grand manufacturier des Etats-Unis me disait qu'il avait limité les heures de travail dans ses fabriques, et que le travail était dès lors devenu beaucoup plus productif. Si le travail est excessif, l'homme finit par faire machinalement son ouvrage, et l'intelligence ne guide plus sa main trop fatiguée.

Cet épuisement se fait surtout sentir chez les femmes et les enfants, dont l'organisme plus délicat est bien plus vite usé, et l'on finit par avoir dans les centres manufacturiers une population étiolée.

Je dois, en terminant, féliciter le pays du choix qu' a fait sa Majesté dans la personne du Marquis de Lansdowne pour gouverner ce pays.

Son passé est pour nous garant de l'avenir. Déjà dans les hautes positions qu'il a occupées, il a fait conaître son talent et son habileté. J'ai toute confiance que, commeses prédécesseurs, il s'attachera a notre jeune pays. Puisse son séjour et celui de sa noble épouse parmi nous être un des bons souvenirs de leur vie.

Quant à moi, Canadien-Français, je n'oublierai pas ce sentiment de délicatesse qui lui fit répondre en français dans la ville de Champlain à l'adresse qui lui était présentée par la cité de Québec. Le sang français coule dans ses veines comme dans les nôtres—sa mère était Francaise, et notre mère patrie, c'est la France.

Cela lui assure les sympathies des Canadiens-Français.

Je propose :—

That the following Address be presented to His Excellency the Governor General to offer the respectful thanks of this House to His Excellency for the gracious Speech he has been pleased to make to both Houses of Parliament : namely :—

To His Excellency the Most Honourable Henry Charles Keith Petty-Fitzmaurice, Marquis of Lansdowne, in the County of Somerset, Earl of Wycombe, of Chipping Wycombe, in the County of Bucks, Viscount Caln and Calnstone, in the County of Wilts, and Lord Wycombe, Baron of Chipping Wycombe, in the County of Bucks, in the Peerage of Great Britain ; Earl of Kerry and Earl of Shelbourne, Viscount Clanmaurice and Fitzmaurice, Baron of Kerry, Lixnaw, and Dunkerron, in the Peerage of Ireland ; Governor General of Canada.

May it please Your Excellency :—

We, Her Majesty's dutiful and loyal subjects, the Senate of Canada, in Parliament assembled, humbly thank Your Excellency for your gracious Speech at the opening of this Session.

Your Excellency, in fulfilment of the important trust committed to you by Her Majesty, has been graciously pleased to have recourse for the first time to our advice and assistance. We respectfully thank Your Excellency for the expression that it is a source of the deepest personal satisfaction to you that you should have been called by Her Majesty to an office in which, as Her Representative, Your Excellency is enabled to take a part in the public affairs of the Dominion, and to associate yourself with us in the performance of the honourable duties which we are about to approach.

We rejoice with Your Excellency to learn that, although the last harvest has been less productive than its predecessors, and although there

are indications that the rapid expansion of our commerce has to some extent been followed by over-trading, the general condition of the Dominion is such as to justify Your Excellency in congratulating us upon its prosperity.

We are much pleased at hearing from Your Excellency of the marked success attained by Canada at the International Fishery Exhibition in London. It is very gratifying to us, and has, we doubt not, been of great service in showing to the world the wealth of our fisheries and the extent of our marine industries and resources.

We are glad to be informed that the Commissioners appointed by Your Excellency's predecessor for the purpose of consolidating the Statutes affecting the Dominion, have pursued their task with diligence, that Your Excellency is enabled to lay before us for examination about sixty chapters of the proposed consolidation, that the remainder of the work will be prepared, and that the whole of it will be revised during the present year, so that the final report will be ready at our next session for our approval.

We beg leave to thank Your Excellency for the expression of gladness with which Your Excellency has informed us that the number of immigrants to Canada during the past season has been greater than in any previous year, and we highly appreciate Your Excellency's opinion that this is a proof that the better Canada is known the more it is valued by those seeking a home in the new world. We are also pleased to be informed that arrangements are in progress to diminish the cost of inland transport, and that Your Excellency has reason to believe that the result will be a steady increase of valuable settlers, in the future.

We are glad to learn from Your Excellency that during the recess negotiations were resumed with British Columbia in regard to several matters upon which differences had for some time existed between the two Governments; that one of Your Excellency's ministers visited that Province last summer on a special mission with a view to the adjustment of all questions in controversy and that his efforts have happily been successful. We trust that we shall be able to sanction the arrangements then made, and that by our so doing, all occasions of dispute will have been removed, and the most cordial relations established between the Dominion and Provincial Governments. The papers which Your Excellency has been pleased to say will be laid before us and the measures enabling Your Excellency to give effect to the agreement will not fail to receive from us the consideration Your Excellency has invited.

We hear with interest that the rapid increase of population in the North-West renders some amendments in the North-West Territories Act expedient. Our attention, which Your Excellency has been pleased to say will be called to this important matter, shall be given thereto.

We are much gratified to be informed that the progress of the Indians in Manitoba and the North-West during the last year has been on the whole satisfactory and that the Bands included in the several Treaties have for the most part betaken themselves to their reserves. The Bill for the further promotion of their interests which Your Excellency has informed us will be submitted to us, as well as the measure applicable to the whole Dominion for the purpose of encouraging the more advanced Indian communities to assume the responsibilities of self-government, shall receive our most attentive consideration.

Your Excellency has been pleased to inform us that the Bill laid before us last session for the representation of the people in Parliament and the assimilation of the electoral franchises existing in the several provinces has now been before the Country for a year and that the measure will be re-introduced. Our attention, to which Your Excellency has commended it, shall be cheerfully given to this measure.

We respectfully note that Your Excellency would also urge upon us the expediency of providing for the regulation of factory labor and the protection of the workingman and his family, and that the measure submitted last session, with some amendments, will be laid before us. This important subject will receive our most careful consideration.

It is with the greatest gratification we hear from Your Excellency that the rapid progress of the Canadian Pacific Railway has been maintained throughout the past year; that of the two thousand eight hundred and thirty-three miles of main line between Pembroke and Port Moody, one thousand seven hundred and thirty-eight miles are now constructed, rendering practicable the completion of that great work within the next two years. We receive with the deepest interest the information that although the time within which the Railway Company is bound to finish the road will not expire until 1891, Your Excellency's Government has thought it of the greatest importance for the settlement of the North-West

and the development of our trade that its completion from sea to sea should be hastened and the company enabled to open the line throughout by the spring of 1886; that with this view, and in order to aid the Company in procuring sufficient capital for the purpose by the disposal of its unsold shares, the Government agreed to receive a deposit of money and securities sufficient to pay a minimum of three per cent. dividend for ten years on sixty-five millions of the stock, and that this arrangement was made in the belief that it would give steadiness and increased value to the shares on the market. We are much concerned to learn that a combination of unfavorable circumstances has prevented the fulfilment of these expectations, and that the Company has not been able to obtain the required capital by a sale of its stock; and we respectfully concur with Your Excellency's opinion that the best means of preventing any delay in the great object of the early completion of the railway demands our earnest consideration.

We share the pleasure with which Your Excellency is able to state that the operation of that portion of the railway already opened affords the most gratifying evidence of its soundness as a commercial enterprise, and of its great value to Canada.

It gratifies us to know that the large increase of the volume of traffic on the Intercolonial Railway over that of any previous year, without involving any burden upon the country, is, as Your Excellency is pleased to observe, a satisfactory proof of the continued devlopment of trade between the eastern and western portions of the Dominion.

The provisional arrangement made with the Government of Nova Scotia for the retention of the Pictou Branch, and the acquisition of the Eastern Extension Railway to the Strait of Canso, which Your Excellency has stated will be submitted for our approval, shall be carefully considered by us.

Your Excellency may rest assured that we will devote ourselves with earnestness and assiduity to the consideration of the subjects Your Excellency has mentioned, and to all matters affecting the public interests that may be brought before us.

HON. MR. MCKINDSEY—I have assumed the responsibility of seconding the motion for an address to His Excellency the Governor-General in reply to the Speech from the Throne. I did not accept it with the idea that I possessed any personal qualification for the discharge of that duty with credit to myself or to this House, but merely in accordance with an old custom, which has now become a part of our unwritten law, that the junior members of this body should move and second the address. While I make a few remarks, therefore, I ask your indulgence in discharging this the first duty which has been imposed upon me since taking a seat in this branch of the Parliament of the Dominion.

His Excellency has been pleased to state in the first clause of the Speech that it is a source of the deepest personal satisfaction to him that he has been called by Her Majesty to an office in which, as her representative, he will be enabled to take a part in the public affairs of this Dominion. I think I may say, on your behalf, hon. gentlemen, as well as for myself, that we are pleased to express the satisfaction we feel at the appointment of a gentleman of such distinguished abilities to preside over our deliberations. I think the Canadian people have cause for congratulation that Her Majesty has been guided by such profound wisdom heretofore in the selection of her representatives in this Dominion. I refer more particularly to the appointments of the Marquis of Lorne and the Earl of Dufferin. These distinguished representatives on coming here entered fully into the spirit of our institutions; they came with a determination to throw the weight of their influence, their education and abilities into our affairs, so that they might, when their time of office expired, return to the mother country leaving a grateful remembrance of them in the heart of every person in Canada. I think I may say, with respect to those two distinguished statesmen, that when they did leave this country on the termination of their respective terms of office, by the efflux of time, that the regrets which were then expressed throughout this Dominion, at the necessity of their leaving us were universal, and are echoed to-day in all parts of the Dominion, and I believe will so continue to exist as long as we shall live. These gentlemen endeared themselves, as Her gracious Majesty has done to all her subjects, to the people of this country, and I think they have well deserved it. They have carried away pleasant recollections of this country with them. I was much pleased to hear that His Excellency, while speaking in Toronto, the

other day, state that he had received a communication from Lord Dufferin in which he expressed a wish to be remembered to his friends in Canada, and I was struck very much with the remark which His Excellency made, "that it would be almost impossible to remember his lordship to all his friends, because he could not possibly see every person in the Dominion." It was an expression which I think must give the people of this country very great satisfaction. The interest which the Marquis of Lorne has taken in this country is evidenced by his labors since he returned to the old country, in laying the claims of Canada, as a field for emigration, before the people of Great Britain, and in holding up this country in its true light to a people who, to a certain extent, have hitherto been ignorant as to the resources of Canada. He has never ceased since he left here to place this country before the people of England in its proper light.

His Excellency has only been a short time amongst us, but I think, from what we have seen and heard of him, that we will be able to say at the end of his term of office that he has been a worthy successor of Lord Dufferin and the Marquis of Lorne in filling the vice-regal chair in this Dominion.

The next clause in the Speech to which I shall refer is that with regard to the harvest. It is a very serious matter for almost every country when the harvest has been a failure, or has not produced what is generally thought to be an average crop. A good deal has been said about it in the country, and it is a dangerous element in disarranging business when the impression gets abroad that the harvest has been a failure. I would just draw the attention of hon. gentlemen to the difference between a failure of the crops some years ago, and the failure of the crops at the present time. After the Crimean war, for instance, every farmer turned up all the land he could possibly till, and sowed it in wheat, neglecting all the routine of crops which farmers ought to observe, and the raising of cattle and everything else but wheat was abandoned. When that crop failed, it was the only resource of the farmer, leaving him nothing to fall back upon; but fortunately since that time the farming community in this country have been changing their mode of agriculture, and to-day, if the wheat crop (which is only one crop out of the many, and is the only one below the average) should fail altogether, the farmers have sufficient other crops, and the raising of cattle, and other resources, to fall back upon, which would prevent them from seriously feeling the loss. I think if an estimate was made to-day, of the net profit of the farmers on their produce during the last year, taking everything into account, that it would be much larger than it has been in any previous year in Canada.

A portion of this clause refers also to the disarrangement of trade and commerce. This, in my opinion, is chargeable, to a very great extent, to over-importations, but I have every confidence in the business men of our country, who are generally men of means, shrewd men, who can foresee difficulties when they arise, and by careful management on their part I do not see any reason to be alarmed at the result. This disturbance has arisen principally from the fact of the supposed failure of the wheat crop and an expectation that returns from creditors outside will not meet their liabilities. But in talking with many of the business men of the country, and bankers, I find that payments have never been made so promptly by creditors as during the past year. The difference between a stringency with commercial men this year, and a stringency ten years ago is quite apparent. At that time they had nothing to fall back upon excepting the crops, and when these failed, as I said before, a crisis was inevitable. To-day we have an accumulation of capital belonging to the consumers of this country which has been growing for the last five or six years. Tradesmen, mechanics, and laborers have all during the last five years been enabled to lay by a proportion of their earnings, and to-day there stands over $20,000,000, as I believe, to their credit in the different banks of the country, from which in times of difficulties and distress they can draw for a living. This keeps up the consuming power of the country, and our wholesale merchants and importers need not for a moment dread the result; this, with an influx of immigration increasing the consuming power, must so balance trade that I see no reason why any difficulty or distress should come up-

on us. I think we might say, with His Excellency that the general condition of the Dominion is such as to justify him in congratulating us upon its prosperity. The marked success attained by Canada at the International Fisheries Exhibition in London is a matter for congratulation, and it is, I think, a sufficient justification for the expenditure that has been incurred. It has shown to the millions of the old world who have visited the Exhibition, that we have other resources besides our cereals, minerals and timber, and that this country is worthy of consideration as a place to emigrate to. It is an advertisement on our behalf, the fruits of which, I think, will appear in due time.

The revision and consolidation of the Statutes is a recurring necessity. These should, every few years, be revised and consolidated, and I think it is a matter for congratulation to us that before the next session it is expected that the revision and consolidation of our Statutes will be fully completed.

It is a source of satisfaction to us, also, to find that there has been an increase in emigration. While there are a great many avenues through which emigration has hitherto been diverted from us, the efforts of our statesmen who have gone to England, the efforts of the Canadian Pacific Railway Company, and of our emigration agents, altogether have greatly increased immigration to Canada. Large immigration is what we want, and I trust that this year will see a very largely increased number come to our shores.

It is also gratifying to know that the settlement of the difficulties between British Columbia and the Dominion is about to be arranged, and that the papers connected with it will be sent down at once for our consideration. It is gratifying to us to know when difficulties arise between Provincial Governments and the Federal Government that a peaceable means of settlement may be at once suggested to prevent any collision, and whatever these may be (I am not prepared to say what they are) I have no doubt that it has been arranged between the Governments and will be brought down for consideration. There are means, whereby all matters of difficulty between Governments may be arranged, and I think it is a principle that ought to be strictly carried out, that where such difficulties arise prompt action should be taken to send the matter at once for settlement to the highest tribunal. I know that difficulties have heretofore occurred, the settlement of which have been put off for years for certain purposes which to my mind were improper. It should be laid down as a principle that interprovincial difficulties should go at once to a tribunal that can and will settle them permanently and forever.

It is gratifying to know that our North-West Territory is increasing in population to such an extent that it requires extra legislation. Any young territory, while it is progressing, requires legislation from time to time to keep pace with the increasing population and the necessities of the country. It is satisfactory to know that amendments to the North-West Territories Act will be laid before Parliament, and that no doubt it will be properly considered by this House, and that in that legislation the Indians of our North-West will not be forgotten. When we contrast the character of our Indian tribes and the treatment they have received, and the manner in which treaties with the Indians have been kept by our Canadian Government, with the treatment received by the Indians of the United States, we find it is entirely in our favor, showing that the policy of our Government is worthy of all commendation, and it is a policy which ought to be perpetuated. These Indians, of course, require care and guardianship, and I think it is the duty of the Government of any country to pay strict attention to that guardianship.

Another important question referred to in the Speech is that of the Canadian Pacific Railway. Some legislation is about to be proposed with respect to that road. This is a question, to my mind, of the greatest importance to this country. Without the Canadian Pacific Railway, all that has been done in the North-west would be undone. Separate it as you please, it is purely a Canadian institution, a Canadian enterprise, which must be maintained. I was gratified with the statement made by the Marquis of Lorne in British Columbia when he said to those people that no Government in the world, governing four and a half millions of people had ever attempted an enterprise of such magnitude for the benefit of its subjects. I

believe that is a fact, and the progress which has been made since the commencement of the building of that road is creditable to the Company and creditable to the Government. It would be marvellous, indeed, if nothing turned up to temporarily mar the prosperity and progress of an enterprise of such magnitude some time before its completion. But whatever may be the legislation that is to be brought down to Parliament, to my mind the Government is in duty bound to maintain the progress of that work, and keep that progress in motion until it is thoroughly completed.

Without the railway the North-West would be just worth what it was the day when it came into our possession. The different Provinces are bound together, not only by ties of trade and commerce, but also by this railway, and I may say that we can boast, of soon having what no other country on this continent posseses, a continuous line of railway from one ocean to the other. The Americans have two or three such lines but they are all composed of a number of links, each one under the control of a company independent of the others. A few years ago if you met an American and hinted at rivalry or jealousy on their part he would simply laugh at you and say: "we will let you alone and you will drop into our arms in good time;" but to-day they look upon us as rivals in many ways. With the ingenuity and intelligence of our people, with a fertile soil and the many advantages and vast resources which we possess, Canada will ere long be a successful rival of the United States. In this instance of the Pacific Railway we can boast that to a certain extent we have surpassed them.

I have occupied your time now almost too long and I ask you to exercise forbearance and sympathy in criticising my remarks, because this is the first time that I have ever addressed a large public audience. I have now much pleasure in seconding the motion.

HON. MR. SCOTT—Before proceeding to make any comments on the resolutions now on the desks of hon. Senators I desire to call attention to the selection of an hon. Senator from Nova Scotia to fill the Chair of the Senate. In making such an appointment the Government naturally select a gentleman who is supposed to be in warm political sympathy with the Administration. Your utterances, sir, on the various questions which have come before the Senate while I have had the honor of a seat here have not, in my judgment, been marked by a strong political bias that could make me, at all events, in any way regret the selection of yourself to fill the important position which you now hold. The only regret I have is that it removes one from the debates in the House who always brought to the consideration of every question a mind well stored with facts bearing upon it, and at the same time with a degree of clearness that enables hon. gentlemen frequently to comprehend the subject before them. And, sir, although the scope of the duties that the President of this Assembly is called upon to discharge is much less than those that usually fall to the lot of gentlemen who preside over deliberative bodies elsewhere, yet there are occasions when the Senate appeals to the Speaker for the decision of very important questions. At those times I am quite satisfied that your judgment will be marked with that clearness, with that intelligence and, I may add, with that impartiality that will make them at all times acceptable to this House. I can say no more. These few words I trust, at all events as far as I am myself concerned, will convince you (and I hope carry some weight with this House) that I have every faith in the impartiality, wisdom and prudence with which you will discharge the duties that devolve on the Chair, and more particularly that of giving advice to the younger members of the Senate. We have in this Chamber many gentlemen who are not familiar with the forms of Parliamentary procedure. Your familiarity with that subject will enable you to be of material aid to them on all occasions.

Now, addressing myself, as is usual, to the mover and seconder of the resolution on the table, I desire to say that I think the mover had no necessity for apologizing for the manner in which he discharged the duty allotted to him. He has had experience in addressing public bodies before, holding a position at the Bar of the Province of Quebec, and I believe also in one of the deliberative bodies of that Province. He has to-day given us the clearest possible proof that he will be enabled at all

times to address himself intelligently to the consideration of subjects that may come before this Chamber. The seconder of the resolution is entitled to the indulgence of this House, because, as he says, he has not been familiar with the mode of addressing bodies, deliberative or otherwise. The hon. gentleman, however, expressed himself very clearly and very forcibly from his own standpoint. While I am quite prepared to approve of the manner in which not only he, but the mover of the resolution, addressed the House, I must say I cannot quite agree with the matter that they submitted for our consideration. They naturally seek to praise the Administration—the prosperity of the country, such as we have to-day, is due entirely, in the opinions of those gentlemen, to the policy of the Administration. They are in very close political alliance with the Government, and it is natural that they should deliver themselves as they have done on the present occasion.

With the first paragraph of the Address I am enabled to cordially acquiese, and I am quite sure that in saying that I speak the sentiments of every gentlemen within the range of my voice. His Excellency, the Marquis of Lansdowne, who has been recently appointed to fill the high position of Governor General of Canada, is a nobleman who has had a very considerable experience in one of the most important deliberative bodies in the world. He has also been a member of the British Cabinet and, no doubt, during the period in which he has been a member of the House of Lords and a member also of the Cabinet, he has so educated himself on constitutional law that it will be of substantial aid and service to him in the discharge of his duties in this country. Following, as has been observed by both the preceding speakers, two gentlemen who have been somewhat distinguished, who at all events, since the days of Lord Elgin can be fairly singled out as having taken a deeper interest in the affairs of this country than any others who were intrusted with the Government of Canada in the intervening period, I have myself but little doubt that Lord Lansdowne will be an equal success. He has been but a short time among us but in that short period he has had the opportunity of giving expression to his views at two or three points. He seemed on all occasions to have struck the key-note. The universal verdict of the press and of the people of Canada, so far as we have been able to judge, has been that His Lordship seems disposed to take a deep interest in the affairs of Canada, and that he desires to thoroughly understand and appreciate the spirit of our institutions. Entering upon his task with such feelings there can be no other sentiment than that he will indeed be a successful Governor, quite as much so as either of the gentlemen who preceded him.

I now come to a paragraph in the Address which rather challenges criticism, more particularly of those who take different views of the fiscal policy of the Government. We are asked to rejoice that although there were some slight impediments, in the way of a bad harvest and a little over-trading, that the general condition of the Dominion is such as to fully justify His Excellency in congratulating us upon our prosperity. That is a statement that will not meet with the entire approval of the people of this country. It is admitted in the first instance that there has been some over-trading. Now to what is over-trading due? It is clearly and unmistakeably due to the stimulating of the several manufactures and trades in the Dominion by the policy adopted in 1879. At that time the people of this country were told to put on all sail. The sugar manufacturers were told to multiply the refineries, and the cotton men to enlarge their premises, that there was ample room for more. The increase in those factories, at all events so far as those two trades are concerned, caused over-trading. The Government are directly responsible for it; they invited the people to invest their money in enterprises of that kind in the hope that they would be profitable, and they were told to put on all sail. Now it is assumed—and this may be a very proper occasion to question the correctness of the assumption—that the prosperity, which no doubt did mark the years 1880, 1881 and 1882, was due in some degree to the fiscal policy of the Government, to their having increased the duties and having adopted a higher tariff. That I deny. The wealth that flowed into Canada during those three years can be

easily traced. You have only to consult the Trade and Navigation Returns to see that in those three years our exports grew in an enormous proportion as compared with the exports of the three preceding years. Taking the years 1877, 1878 and 1879 and comparing them with the three following years there was no less than $65,000,000 worth of the natural products of this country sold in the three latter years as compared with the three former years. That is one of the elements of the prosperity that marked the three latter years. Had the National policy anything to do with the increased value of our lumber? Did it enable the people of the United States to buy our sawn lumber, or the people of Europe to purchase our square timber? I think no one will be rash enough to say that it did. Was it the cause of our selling more grain or selling it at a higher price? I think not. Taking the three items which are so important in our trade, the three "F's," farms, forests and fisheries, it will be found that eight-ninths of the money that came into this country in excess during the three latter years as compared with the three former years were due entirely to the sale of our natural products, and no man will venture to claim that the fiscal policy of the Government had anything whatever to do with these results. As was observed by the seconder of the resolution, when the tight times came it was natural to presume that there would be in the pockets of the people of this country, who had made those handsome sales, a sufficient margin at least to keep them from depression for a couple of years. When the depression came in 1874 we did not feel it much until 1876-77 and more in 1877-78. It is quite clear that under a normal state of things it is too soon for the pinching process to begin if our trade is in anyway crippled from causes that are outside of Canada. I maintain, and I say it is an incontrovertable statement, that Canada's prosperity is largely influenced by the policy of other countries, those who purchase her products. The demand in Great Britain and the United States governs our prosperity. We were told in 1879 that that condition of things had continued long enough; that we were going to rely on Canada for the Canadians; that we were not going to buy any more manufactures abroad; that we were to provide home markets for the farmer, and the farmer was to buy the manufactures of the country. What has been the result? Has any such sequence followed as was predicted by the Government, and which was the aim of their fiscal policy? Not at all; we have been importing more largely during those years of prosperity when we were able to sell to foreign countries, and I have no doubt when the returns of last year come in, it will be found that while we were closing our cotton factories, shortening the hours of labor and reducing the pay of workingmen, we were increasing the purchase abroad of the very goods that those men were engaged to produce, showing how utterly fallacious it is for Governments to rely on fiscal policies to change the true current of trade. It is said that there has been a partial falling off in the harvest. Is there any such falling off as to cause the tight times which we have experienced during the last few months? Is there anything in the reduced yield of the comparatively small quantity of wheat grown in Canada this year as compared with former years to account for the bad times? I think not. The agricultural products have been fair, with the exception of wheat. One hon. gentleman shakes his head; the section of country from which he comes has usually a pretty large hay crop to dispose of, and this year that crop has been considerably in excess of former years. I know it has been so in Eastern Ontario, and the crop of oats, etc., has been fairly up to the average. There has been no reduction of the quantity, at all events, to explain the shrinkage in the stocks of the country, or failures amongst business men. On the contrary, the solution of the question is to be found elsewhere. It is not difficult to see where it comes in, and I only quote it now to show how utterly fallacious is the presumption that the fiscal policy of the Government had anything to do with the creation of good times in 1881 and 1882. If they could give a market to us then, they ought to give us a market now. It is quite evident that there has been a very considerable amount of overtrading. I have before me the figures from a reliable source, the Commercial Agency, giving the number of persons in business in Canada who have failed during the last year, and compared

with the year preceding the figures will somewhat startle us. In 1881 the number of business men who succumbed was 635; the amount in the aggregate for which they failed was $5,000,000. In 1883, that 635 was swollen to 1384—in the short period of two years—and the amount had risen from $5,000,000, to $15,000,000. If we compare the figures in the United States, we find that although there was a rise also in that country, it bore no proportion whatever to the large increase in the failures in Canada. Take the shrinkage in bank stocks, and it is quite evident that, within the last 12 months, a very large amount has been lost in this way. The two principal institutions in the Dominion may be taken for this comparison,— the Bank of Montreal in the East, and the Bank of Commerce in the West,—and we find that their stocks are now nearly in the same position as in 1878, when it was the custom of hon. gentlemen on the other side of the House at that time, to point to the Government of the day and say "see the large amounts that are being lost, and you are making no effort to revive trade, no attempt whatever to bring up the conditions of the markets." We replied "we cannot control natural results." The reply was "oh, but you can do something." Those gentlemen are now in power, and I ask why they cannot improve such stocks to-day. I say that our bank stocks were in very much the same position in December last as they were in 1878. I have the figures for those principal banks, taken from the *Monetary Times*, somewhere on my table I find that in September, 1878, the time of the change of government, the Bank of Commerce stood at 114, and in December, 1883, it stood at 119. In September 1878 the Bank of Montreal stood at 172, and in December 1883, it stood at 175, that bank having fallen from 204 in January to 175 in December. Those facts cannot be gainsaid, they cannot be controverted, and this is the time to discuss them. No doubt if there is stringency elsewhere Canada has got to share in it; Canada is simply the barometer of other countries, and our prosperity is necessarily affected by the condition of foreign markets, though when the articles that we do not produce can be bought easily, Canada is as fortunate a country as there is in the world; we can always grow enough for ourselves, and have some to spare. But I deny that in times of stringency we can, by fiscal laws, elevate the position of the country, give life and stimulus to business, or increase the value of our natural products.

Now, sir, I come to the next paragraph of the Address, which speaks of the Fishery Exhibition, and no doubt it is a subject for rejoicing that Canada stood so well at the exhibition in London. We are naturally proud of our fisheries, and they are one of the substantial products of the country. In my judgment, however, the Government could have served the fisheries very much better, by taking the duties off those articles consumed by our hardy fishermen who are obliged to live down by the sea. They themselves believe that there were hardships in the tariff, so far as they were concerned, and that the distribution of the bonus was not exactly right, and that they were entitled to more consideration;—so just on the eve of the general election a bounty was given to the fishermen. Whether that comports with good government I leave it for hon. gentlemen to consider: that any one class of the community should be singled out under the presumed assumption that they have been hardly dealt with, and on the eve of a general election a very considerable bonus should be distributed among that class. In my judgment it would have been very much fairer to have reduced duties on the articles which the fishermen need, as the high rates crippled their means of living. But, while on this question of the Fisheries, there is another point that is of even more importance than the London Exhibition, and that is the continuance of a market for our fish. Hon. gentlemen are aware that, in 1871, a treaty was made with the United States, by which a market was secured for the fish of this country for a considerable term. That treaty came into force in 1872, and it was to last for ten years, and for two years after,—each of the high contracting parties being permitted, in the latter interim, to terminate it at the expiration of the two years,—and in that way it was made a treaty of twelve years. I understand that last year Congress did intimate

its intention to terminate the treaty, and that notice was given to the Government of England, I assume, and not of Canada; but of course the Government of Canada was bound to take cognizance of so important a matter. It seems to me a very proper subject for the attention of Parliament, and the Government might invite their opinion as to the policy of the country in connection with a Commercial treaty with the United States. The expiring treaty affected us not alone in relation to the export of our fish and fish oil, but it also contained important provisions bearing on the prosperity of this country. It made provision for the bonded system from the ports of the United States, which we necessarily must use for certain periods of the year. If those two years were allowed to elapse, and no provision were made for important subjects of this kind, the people of this country might fairly say that the Government had failed in its duty. I think myself it is not too soon to consider the course which should be adopted in the future. If we are to drift along until next year, and nothing is done, it is impossible to say how serious the consequences may be. Whatever we do has to be done through the Imperial Government, all negotiations having to be filtered through that quarter. No doubt that Government would allow us to appoint our own commissioner. Still we know that negotiations between Governments are very slow in their progress, and a very considerable time will elapse before an understanding can be come to with the Government of the United States, if they adhere—as I fear they will—to the conclusion at which they have arrived, to terminate that treaty. I therefore think it is a very serious omission on the present occasion, because if the Government ask for authority at the next session (1885) they will have but a comparatively few months in which to consider this question and come to some arrangement with the United States, and very injurious consequences might follow.

The next paragraph is not an important one, still it has some consequences. We are told that the process of consolidating the Statutes has been going on, and that some sixty chapters are ready. I was under the impression that this consolidation had been in progress for upwards of two years —though I may be mistaken—and I presumed that a considerable part of it, at all events the criminal law, would have been ready for our consideration during the present session. Sixty chapters is not very great progress to make in a period of two years.

The next paragraph alludes to the number of immigrants that have come to Canada during the past season, and expresses gratification that the number has been in excess of former years. I am not disposed to acquiesce in the opinion that there has been this large increase to the population of the country. It is a controversy, of course, that it is idle to open on the present occasion, and it is one which, even when we get the figures, is a good deal discussed and debated. Figures can be made to yield very extraordinary results, and figures have been given to us on this question, which have heretofore been very much commented on, and which have been open to criticism. We have, at all events, this fact prominently brought out—that the British Minister at Washington not long ago reported a very large exodus from Canada, and it is believed by very many that there has been a considerable diminution in the population of Ontario, by reason of their going either to the North-West or to the Western States. It would be unreasonable to assume that people passing from one province to another should be regarded as an accession of immigrants, and I am inclined to think that, if the amount has been made up in that way, as I fear it has, the result when analysed will be found to be very delusive.

We are glad to hear, no doubt, that the negotiations with British Columbia have been satisfactorily brought to a termination, and that all causes for discontent have been removed by the gentleman who has been deputed to perform that duty—the Minister of Justice. I cannot but remember that on a former occasion, nearly ten years ago now, when the Government of Mr. Mackenzie proposed to build the Island Railway, or to assist in the building of that Railway, the present Minister of Justice did not then give it his assent and support; on the contrary he, as the leader of the majority of the members in this House, opposed it, and succeeded in throwing out the Bill. At that time he did not believe

that it was so important a scheme, nor, I suppose, did he assume that it was one in which British Columbia took such deep interest. It appears, however, that after his personal experience there he has come to a different conclusion, and as the negotiator on behalf of the Administration, has given material assistance for having the railway on the Island constructed.

We are told that we shall be called on to consider some amendments in the North-West Territories Act. Well, I confess the session would scarcely be like a session if we had not the North-West Act before us, as I do not remember any one year in which we have not had a North-West Act to discuss. I trust, however, that it will now be framed in that liberal spirit for which many hon. gentlemen in this chamber have contended the Government are to be commended—although they did it at so late a period—for opening to actual settlers the land along the mile-belt. Any one travelling over the railways through the North-West would be painfully struck by the utter absence of any population that was visible from the cars, but I trust—in fact I feel confident—that the policy now adopted, even though it is a late policy, will be duly appreciated by the people who are yet to settle in that country. The land on either side of the railway will certainly be very much improved in appearance by being settled, so that one travelling through it may look out on cultivated farms where, at present, the wild grass grows. One may now go for ten, fifteen or twenty miles by the railway across the prairies and not see a vestige of civilization,—not a hamlet, no crops, not even the beginning of a settlement. Such an outlook must have had a very damaging effect upon those people who, for the first time, were venturing into that country, as it would lead them to believe that it was entirely unsettled; but in many localities, if one were to go two or three miles distant from the railway, on either side, he would find thriving farms and actual settlements.

We are told that the education of the Indians is going on apace; well, there are so many educators up in that country, that we should be glad to learn of some results having followed from their appointment. It is sincerely to be hoped that the Indians, now that their ordinary mode of living has been taken from them by the settlement of that country and the extinction of the buffalo, will adopt the habits of the white man, and become cultivators of the soil.

We are promised a franchise bill, which I suppose will be based somewhat upon the principles of the franchise bill of last year.

HON. SIR ALEX. CAMPBELL—Hear, hear!

HON. MR. SCOTT—The hon. gentleman says "hear, hear!" but I had hoped that, in the meantime, the Government had reconsidered the question, and left well enough alone. It seems to me that the franchise of the country could be very much better exercised, by leaving it to the local legislatures to adopt their own basis. Certainly we shall add to the expense enormously by adopting the franchise, applicable only to the election of members for the House of Commons, and many, myself among the number, will view somewhat suspiciously any proceeding which will give the Government the power of nominating the gentleman who shall have the right to revise the voters' list. He is not likely to be a gentleman who is other than in sympathy with the administration of the day, therefore I think it is a very dangerous power to place in the hands of any one who is not thoroughly impartial. It is scarcely to be expected that a revising barrister, appointed by the Government, and appointed no doubt on account of his fealty and allegiance to the Government, will take other than a partial view, favorable to his friends, in the revising of the voters' list. I should view it, particularly if it were coming before an election, very much as I did the re-arranging of the constituencies before the last election, by which they were so cut up and divided as to satisfy the exigencies of the friends of the Administration.

We are also promised a factory bill, and let us hope that the details of the bill will be such as will protect, at all events, the juvenile labor in our factories. We all know that children are largely employed,—some of them of very tender years, and it is highly important, in making provision for the protection of those who are to work in factories, that we should limit the age and hours of labor. I trust the bill

will be in consonance with the better opinions of the age,—which are somewhat different in various countries, according to the influence of those who own capital. In England, it is very well known, the treatment of operatives is very much more liberal and generous than in the past, but in the United States the law is far more in favor of the proprietor or the capitalist. I trust that we shall base our law upon the one that is most humane in protecting the operatives, as far as we fairly can.

The next paragraph has reference to the rapid progress of the Canadian Pacific Railway and it is probably the most important paragraph in the Address, inasmuch as the paragraph concludes with the statement that we shall be called upon to consider some of the best means for completing the railway at an early day. There are those, and they embrace a very considerable number of the people of this country, who believe that speed in the completing of that railway was not such an important factor as to necessitate a premium being paid to the company for its construction at an earlier date than was at first arranged. When the terms of the present agreement were made, it was believed that if the contract were fairly carried out and the road completed within the time then fixed, the company would do remarkably well; that it was a gigantic task and could not be finished in less time than that stated in the contract. I observe now that it is proposed to complete it in very much less time; that we are to have the railway, if money will build it, completed within the next two years. This question is one that should, I think, command the consideration of the people of this country—whether it is wise to pay a large additional sum, simply for the early completion of the line. There are many who believe also that, as the traffic of the North-West is really limited to seven months in the year, it might have answered very well if our communication with the North-West were through one of the great water-ways, by steamers via Lake Superior, up to the expiration of the time in which the railway was to be completed. Certainly, so far as immigration is concerned (which is no doubt an important element to be considered) immigrants reach our shores only between the months of May and November; and during those periods of the year it was quite possible, with almost equal facility, to have transported them from the sea-board to the North-West, by utilizing the waters of Lake Superior, and thus avoiding, for the present at all events, the construction of the most expensive part of the railway, so far as length is concerned—that part between Port Arthur and Algoma Mills. I think, myself, that if speed in the construction is to be attended with very great cost, it is a very doubtful policy; however, it is premature to pronounce any opinions upon what the Government proposes, as they did not on the present occasion take Parliament into their confidence, and say what they think are the best means of preventing that delay.

We are glad to hear, no doubt, that the Intercolonial Railway had, in connection with other railroads, during the past year, received an increase to its traffic. We are told, also, as a matter of glorification, that the surplus exceeds that of any previous year, and are, as a consequence, led to assume that we ought to be extremely thankful to the Government for giving us that surplus. Now, I have always understood that it was not considered the very best statesmanship to be accumulating surpluses. This surplus simply means so much taken out of the pockets of the people, it means additional taxes for the people, it means raids upon the accumulated amounts in the treasury,—demands for public works which are represented as being in the public interest, but which we afterwards find had very much better been left alone. In the United States they have had surpluses, and it is one of the important enquiries at the present moment how to reduce that surplus, how to bring it down to the actual expenditure of the country. It is not considered wise or prudent statesmanship to have a surplus, more particularly one acquired as ours has been—by imposing a high tariff upon the people. One can easily measure what it is by taking the taxes that have been paid in the last three years, and comparing them with what was received in the three preceding years, which amounts to a very considerable sum. The imports increased, but the taxes increased even in a greater proportion; the duties in many instances—especially the duties of Customs—doubled,

and therefore this large increase which we call a surplus is nothing more than the increased amount which has been taken from the laborers of Canada. It would have been possible, during the time of depression in 1875-6-7-8 to have made the people of this country contribute a larger sum to the revenue, but we should have driven them into open rebellion if we had adopted such a policy. The only justification that the Government of that day had was that we kept the taxes down, and enabled the people to live as cheaply as possible. We were expending considerable sums of money on capital account, but this helped to benefit the people, because it was undertaken with foreign capital, which we employed in building the Welland Canal and the St Lawrence Canal, as well as expenditure upon the Intercolonial, all of which was of material service to the people. It is idle for anybody to say now that putting the tariff up in 1876-7 would have brought a change of times earlier than it otherwise would have come. That change was due to causes that were entirely outside of Canada, and wholly uncontrolled by any administration, whether Reform or Conservative. Therefore I am one of those who question the wisdom or propriety of a surplus which has been obtained by taxing the people. I do not wish to be a bird of ill-omen, but one cannot loose sight of the fact that a change is coming over the trade of this country. We know very well that the wheat crop of this country is shorter than usual, but in former years when there was a shortage in the quantity of wheat there was an increase of price, and the farmer got the benefit in one way or other; but to-day he has a reduced quantity and also reduced value for that quantity—and what is that owing to? To the fact that there are other competitors in the world than those on this continent—Canada and the United States. The people of Western Europe, India, South America and Australia are now sharing the field with us, and it is a very grave question to see the trade of this country in cereals not keeping up to the past. If that is so, the most important export will necessarily go down, but I believe other exports of the farm will go up. I believe our capacity for feeding cattle is a very large one; our great adaptability as a dairy country is most important, and no doubt our dairy produce and our cattle trade will and must increase year by year. I very much doubt, however, whether the sale of cereals will go on and increase at the rate that it did up to the year preceding the present one. Then again it must be remembered that one great source of prosperity during the years I have quoted—1881-2—and of which hon. gentlemen got the benefit, was due to the fact that our lumber had largely increased in value, that during the time of depression the people had ceased to build houses, and railways had ceased to be constructed,—so that lumber had gone out of demand. With the improved times the lumber market went up and became enormously inflated, a great portion of our wealth being due entirely to the increased value and large additional quantity of lumber which we were enabled to sell abroad. Do hon. gentlemen suppose, from the outlook in the United States, that this is to continue? Do they suppose that we are likely to sell in the next three years the same quantity that we have in the past? I doubt it very much, and I will tell you why I doubt it. One of the great sources of the distribution of money through the United States has been the enormous railway mileage that has been constructed. In 1882 no less than 12,000 miles were constructed,—I have forgotten the figures for 1881, but they were very large, but in 1883 the mileage fell off to 6,000 miles. What does that mean? An hon. Senator shakes his head, but I think I can shew very good authority for it. I can shew that the Northern Pacific, and other long lines of railway in the United States are practically finished, and that railway construction in that country cannot go on in the ordinary course of events with the same expansion as during the past three years. As a consequence we will feel the effect of it in our exports of lumber and of cereals, which will decrease, and we have nothing to substitute to the same extent, in point of value, for those two articles. Will hon. gentlemen pretend to say that it will not affect this country very seriously, and will they say that the people of this country can go on paying the high taxes they are now paying? I think not. I do not think it requires a very prophetic vision to say that they will make short work of any

Government that keeps the tariff up among the thirties or forties or fifties, on articles required by the masses ; the mere fact of our having manufactories in Canada that can make those articles for us is no advantage to the people, because the price is put up by the manufacturer to the level of the tariff. The manufacturer would be a fool if he did not do so. His object is to make the most money he can and to take the advice of the Government and put on all sail while the fiscal policy lasts. It is quite evident that the consumer must pay to the manufacturer the cost of the article plus the addditional sum that he is enabled to charge through the tariff. It is so in all cases. It cannot be otherwise. You do not suppose that manufacturers are specially patriotic, or that they make their goods simply to sell to Canadians ! They do sell to Canadians if the Canadians will pay their prices, and their price is just the price that they can get for it.

HON. SIR ALEX. CAMPBELL—Do they not compete amongst themselves ?

HON. MR. SCOTT—They do compete amongst themselves, but they all keep up to the level of the value of the article plus the tariff, otherwise we would not have anything brought in from abroad. I ask the hon. gentleman to say whether the import of cottons has continued in this country since manufactories for cotton have been established in this country ? If he consults the Trade and Navigation Returns he will find that we have been importing more cotton during the three years that the cotton manufactories have been in existence in Canada than we did the three preceding years.

HON. MR. MASSON—The people are richer and better able to buy.

HON. MR. SCOTT—Where does the wealth come from ? Is it from the manufacturer ? Will the hon. gentleman tell me that the fact of having manufactories at Cornwall, and at Valleyfield, and at other points is benefitting the great bulk of the people in this country ? No, it is not even a " fly on the wheel."

HON. MR. MASSON—Will the hon. gentleman explain how the people can pay more if they do not earn more ?

HON. MR. SCOTT—I have endeavored to show that when the inflation came in 1879 we had added some 65 or 70 millions of dollars to our wealth from the raw products of Canada ; that the people of the United States and England were enabled to purchase from us our products—the products of the farm, the forest, the fisheries and the mines—not the products of the manufacturers ; they never moved out of the four millions that have been quoted from year to year. If the hon. gentleman looks at the Trade and Navigation Returns he will not find at any time that there has been an excess of manufactures over the four millions. While the whole volume of trade has moved from seventy millions to over one hundred millions, he will find that that particular item has remained stationary. No sort of stimulus will enable us to make cotton either in quantity or cheapness that will induce people abroad to purchase from us ; therefore our ability to pay this increased burden is due entirely to the sale abroad of our natural products. And the reason is not hard to find. You have only to look at the trade year by year in this country in the special items to which I have directed the attention of the House. But it is a large subject, and it may need an apology for somewhat digressing, though I could not afford to allow the first or second paragraph of the Address to go wholly unchallenged, in which the Government assume that we are to be congrutulated on our prosperity. Canada would be at all times a prosperous country if she were not unduly oppressed through tariff laws. We can stand the squeeze probably better than almost any other country in the world, but I hope that squeeze will be at some remote distance ; still the Government themselves have called attention to the fact that there is a disturbance in the trade of this country. I have called attention, from my standpoint, to where that disturbance owes its origin ; I have pointed out that that disturbance is much more serious than the Government are inclined to imagine when I have shown to this House the increased number of failures, treble in amount in two years (a very large increase) and when I have called attention to the shrinkage in

the value of stocks which in former times, at all events, we were accustomed to consider in some degree as the barometer of trade. The Government of Mr. Mackenzie was abused because people were failing in 1876-78, and when stocks went down in value the Government were told that they were responsible, and they were told that if they formulated some policy, or passed some Act of Parliament that they could remove this terrible incubus. The incubus that hung over the country then was in no sense due to the Canadian people, nor was it removed by the Canadian people in any other way than through their own industry. It was removed by the current of trade setting in in other countries, when they were enabled to buy our products, and it requires no great argument to prove that that is a correct and sound conclusion.

HON. MR. ARMAND (in French)—In participating in the debate on the Address in reply to the Speech from the Throne, I wish to render to Caesar the things that are Caesar's. I congratulate the Goverment on the choice which they have made of our new colleagues; I do not know the hon. gentlemen from the sister provinces, but if I may judge by analogy, by those who come from my own province, the choice of them is wise and judicious.

As for the hon. gentleman who represents the division of Laurentides, a French Canadian district, he belongs to one of those nationalities speaking the English language. Although already in the decline of life, he is new born, so to speak, to a public career. His great aptitude for commerce and finance contribute to make him a valuable acquisition to the Senate. No one can say of him that he does not represent property. If I can believe rumour, he is more than a millionaire.

As for the hon. Senator for the division of De Lorimier, he is also new born to public life in the Parliament of the confederation. His great aptitude for law entitles him to be considered as one of the first members of the bar of the commercial metropolis of the Dominion. He is a son of that illustrious old man who was for a considerable time among us as our colleague under the old union of the Canadas and under the present confederation. We who have had the happiness of knowing him are aware that he was always incorruptible and immovable as those old rocks which cannot be stirred and from which the moss is never removed. I have, then, the pleasant hope that the present senator for De Lorimier will always follow the right path in his new career as I am bound to believe he has followed it in the past. The Government has had ample time to make its choice and it has certainly chosen a man of talent.

But I think that under the elective system the electors would have required less time to make a selection, and I believe that they will say, with their hands upon their hearts, that they could not have done better to gain the sympathies of the present Secretary of State. If I can believe rumor, this gentleman had another candidate in view. If such is the fact, this hon. gentleman has furnished evidence that he does not know how to appreciate men, and that he has not at heart the interests and the dignity of his Province.

Now, hon. gentlemen, in view of the rapid construction of our Pacific Railway, which is being built as if by enchantment—a road which, according to many journalists, and also our neighbors, would certainly involve us in ruin—in view of these numerous means of communication and facilities for traffic by land as well as by water, communications which are the surest indications of the prosperity of the country—in view of the millions which have been granted as bonuses, I, for one, would be happy if I had only congratulations to offer the Government. But no; as the adage goes, "There is no spot in the heavens without a cloud." To use a French and maritime expression, I perceive on the horizon of my country a speck which menaces the existence of what is dear to all of us, the constitutional usage of giving to my Province in this honorable House an adviser to the representative of our august, of our gracious and well beloved sovereign—to the representative of Her who presides so worthily over the destinies of Albion—the Empress of India. I perceive, besides, the violation of the British North America Act, as was shown by the hon. senator from DeLanaudiere and also by the hon. senator from De Salaberry and many other hon. gentle-

men from the Maritime Provinces, notably the sons of Erin the Green, one of whom, who is a distinguished advocate in his Province, remarking :—

"The failure to give a French Minister in this Chamber to be the organ of the French nationality is a palpable violation of the 133rd clause of the British North America Act, at least if that clause is not to be a delusion and a snare." I perceive again the violation of that arrangement, of that custom, of that usuage which has always existed, to give alternately in each Parliament the presidency of the one or the other Chamber to a member speaking the French language.

I preceive again a violation of the British Constitution which requires that in the House of Lords there shall be as many or more Ministers than in the House of Commons. Why are there as many, and even more Ministers in the House of Lords than in the Commons? Because in that branch of the Legislature the laws are perfected : it is because in England they have a profound knowledge of the human heart ; because they know there are always men who flatter power, men who are inclined to adore the rising sun and who consider the Ministers "sicut deos," the gods of Olympia assuredly.

I am pained, hon. gentlemen, to see that these violations are perpetrated by the party with which I, for one, have felt it a duty and an honor to belong, not merely since I have been called to the counsels of the nation by the voice of the people and by that of the Crown, but during all my life. I wish to be just towards the hon. leader of the Government in this House, who has declared that he regretted this omission, and that justice ought to be rendered to us very soon. I do not wish to be too severe upon him or the hon. Premier who sits in the House of Commons, for I do not pretend to blame these two hon. gentlemen and their colleagues for what a group of my young compatriots would have them do. It appears that several persons, notably one, went to the Premier, and intimated to him, as on another occasion Gambetta did to McMahon, "It is imperative that we should have in the House of Commons the quantum of Ministers accorded to our Province, and you must either grant this or resign." Is it thus that the hon. Premier was obliged to give way through fear, or did he make that concession to them as the Greeks gave presents? Or did he try to put in practice the perfidious counsel of Lord Durham against my nationality when he said in England, in making his report on his voyage in Canada, "If you wish to divide the French Canadians, give them the most honorable or lucrative positions"? No, I do not believe it : for the sympathy which the true friends of Sir George have always manifested with regard to the Right Hon. Premier, would not permit them to suppose him guilty of such ingratitude. Here, hon gentlemen, I should declare that I do not fear these Greek presents, or the perfidious counsel of Lord Durham against my nationality, if all my compatriots were imbued with the disinterested ideas of Sir George Etienne Cartier, that man of character, and of energy, whose memory will remain like a beacon in history for the intelligent youth of my country to fix their attention upon, and say to themselves in moments of crisis and discouragement, "can we not do as Sir George Cartier did?"

A single example amongst a thousand will suffice to prove the disinterestedness of that upright man whilst he was at the helm of the affairs of his country. Some friends of his, his supporters, came to him to ask a public office for one of his own brothers. After having looked at each one of them he said "my friends, my good devoted friends, my faithful followers, learn that I do not think as those families do who believe that they are entitled to live at the public crib, as those families who believe that they are constituted pensioners of the Government. That is not because I disdain such employment, but because there are always plenty who covet such positions. I thank you for my brother and hope that he will always possess sufficient energy to earn his bread and maintain his family otherwise than by becoming a salaried official of the State."

Now to return to the Right Hon. Premier, I must say that whatever may have been the motives which influenced him to yield to certain young gentlemen in the Commons and grant them the quantum of ministers accorded to my Province, it is not what Sir Louis Hypolite LaFontaine, nor his other self, Sir Robert Baldwin, these two fathers and founders of

responsible Government in Canada, would have done under such circumstances.

I have named Sir Robert Baldwin : I fear that my memory fails me ; I do not know that that hon. gentleman was decorated with a title of honor, though he always merited it as much as his colleague and a great deal more than those who have received it after him. I do not make these observations, hon. gentlemen, with a view of belittling royal favors: no, certainly not, but to criticize those who have inspired or demanded them. It is not the course that would have been pursued by the Hon. A. Norbert Morin, that upright man who was one of those grand historical figures who appear from time to time, but rarely and at long intervals.

I remember that under the Union of the Canadas, when the Parliament sat at Kingston, evil-minded men, men who had no sense of their duty and of British interests, dared to propose to prohibit the use of the French language in Parliament. The Hon. A. Norbert Morin, who was at the time in the Chamber, rose from his seat and made an eloquent appeal to his compatriots, remarking : "The time has arrived, the hour has sounded, when, if you fail to raise your heads, open your eyes and condemn those who deserve condemnation, you will merit the prohibition of the use of our language, which has been guaranteed to us by the plighted faith of Great Britain." At that time not a French member on either side of the House would accept a portfolio in the iniquitous Government, save on the condition, which was a *sine qua non*, that they would re-establish the use of their language ; and we know justice was rendered to them.

Neither is it what Sir Etienne Paschal Taché would have done, that valiant chevalier, with the arm and will of iron, who gave his friends and adversaries to understand that though there was a time to yield there was also a time to resist. I remember that when he was Prime Minister certain young gentlemen came to him demanding promotion in the sedentary and volunteer militia. "Wait, my young friends," said he, "till your predecessors disappear ; your time will always come soon enough. Learn that I, in the war of 1812, was a soldier before I was a lieutenant."

Neither would Sir George Etienne Cartier have made such a concession. I remember that under the Union of the two Canadas, whilst Parliament sat at Kingston, how grandly the illustrious statesman criticized and condemned the formation of the Brown-Dorion Government because they had put in the Legislative Council only two or three ministers. Did they not also find in that same Legislative Council, of whose rights and privileges they were ignorant, the germ of their defeat which took place 48 hours after their formation?

I also remember a letter which Sir George wrote in reply to a young man who asked his influence to oppose an old member of a county near Montreal. "Before I would permit you to walk over the body of my old followers you must pass over mine. Learn young man that I have not a friend more faithful or devoted. When I want his vote I do not need to sound a bell nor to send a messenger to look for him in the streets of the Capital ; he is always in the breach, always at his post, in evil as in good fortune." I recall also an occasion in the first session of the first Parliament after Confederation when Sir George Cartier said in the full Chamber, probably in view of the rights and privileges of the Provinces being menaced, "Let us pay marked attention to this fact —the party questions which divided us under the Union of the Canadas have no longer any reason to exist under the Confederation."

Acting on this wise and judicious doctrine, in the last general election, I would have thrown myself into the contest to obtain justice for my poor Province in this honorable Chamber, if it had not been for the unhappy and blind obstinacy of the majority of the Opposition leaders who, contrary to all experience, appeared to be fastened to the policy of free trade as if they had nothing better. I believe that in principle free trade is the best policy we could have, but there is no rule without an exception. It is necessary to know how to apply the rule to the times, the place and the circumstances. It appears to me that the example of our intelligent and industrious neighbors of the greatest republic of modern times, a republic which seems to increase in greatness and prosperity as it advances in

years, ought to be an example which would convince our adversaries. Has not the Government of the republic succeeded in paying its immense war debt by means of protection? The five milliards imposed as an indemnity on France by the sword, the bayonet, the cannon and the carbine, of Germany—has it not been paid as if by magic, and always by means of protection?

Lately, has not one of the ablest, most wily and most astute diplomatists of our day notified his ambassadors accredited to foreign governments that the future policy of Germany will be protection? In the last session of the Imperial Parliament, did not a member, probably an adherent of Cobden's Policy, say in the full House "shall we continue much longer to be impoverished by the policy of protection of our neighbors without retaliating?"

I am not a prophet, and I do not desire to be in opposition to my party, but I cannot help saying that which will come to pass if the Opposition will adopt the National Policy; they will see the great majority which renders the leaders of my own party arbitrary, and even tyrannical, towards the French minority, melt away as rapidly as did the great majority which sustained the late Government of the hon. Alex. Mackenzie.

But, hon. gentlemen, I have a ray of hope. Last session, looking down from the Senator's gallery in the House of Commons, I heard a declaration worthy of the first statesmen of European governments; I heard the hon. Mr. Mackenzie say, in the open House, "I understand that in view of the immense capital invested in agriculture, industries, commerce and manufactures, if my friends should return to power they would be forced to recognize accomplished facts; they would be obliged to adopt the National Policy, at least to a certain extent."

Hon. gentlemen, I know that if I took part in election contests to endeavor to obtain justice for my Province in this hon. House, several of my friends, presumptuous, and emboldened by their great majority, would say to me that I would be more than once beaten. What matters it? I am accustomed to consider that he who is beaten is not conquered. For example, McMahon in the ditch at Sedan, beaten, wounded, covered with blood, overpowered by numbers, weak, and walking amidst the dead and the dying, was counselled to retire. "No," said he, "it is necessary that we should shew to the crowned heads of Germany and Prussia that a Marshal of France knows how to die." But what need have I to go to the other side of the world to seek an example of courage and perseverance, when I can find one in my own Province? Did not the Hon. Sir A. Dorion fight for ten, fifteen and even twenty years before he obtained power? He does not sit to-day on the bench of the Supreme Court—that is because, probably, like Cæsar, he prefers to take the first seat amongst the judges of his own Province, to taking a second place amongst the judges of the Dominion.

Another example which demonstrates again what we should be willing to do to obtain power, may be found in the fact that the hon. Judge who now sits on the Bench of the Supreme Court with dignity to himself and his nationality, fought through six or seven consecutive general elections before he triumphed and became the leader of his party in his own province.

I close, hon. gentlemen, but before I take my seat I perceive that it is not necessary to descend to the tomb to seek amongst the ashes of departed leaders for examples of fidelity towards their followers, when I can find them amongst those who are yet living. Yes, hon. gentlemen, ask him who presided as leader in the last sessions of the last Parliament of the United Canadas, who occupied so worthily with his noble wife and with so much advantage for his province the place of first Lieutenant-Governor: he would tell you that certainly he would not yield to the demands of his supporters in the Commons to refuse to the Senate the advantage of having a Minister speaking the French language. He would say to you, as he replied on another occasion to the young men, influenced by a sordid and unbounded ambition, who asked of him the dismissal of an old servant, "the thing shall not be done, and while I am Premier I will not permit such injustice."

In taking my seat I declare that I will not cease to work, to wish and hope for better days, for happier times for my province in this hon. House.

HON. MR. POWER—I wish to say a

few words with respect to the Address; and I shall try to be as brief as I reasonably can; and also shall endeavor not to repeat what has been said by the hon. gentleman from Ottawa. I must, however, repeat to a certain extent what he said at the beginning of his speech. I feel, as a Nova Scotian, gratified that a gentleman from my Province has been selected to preside over the deliberations of this House. I think that the House itself should be gratified at the choice the Government have made, because the hon. gentleman who has been selected to fill the Chair is one who has been a most prominent, active, and useful member of this House ever since Confederation, and he is, I think, in every way entitled to the position which he holds for services rendered in his place as a member of this House. I am always pleased to see governments pay proper regard to and recognize ability, and long service of the public. I must also join with the hon. gentleman from Ottawa, in complimenting the mover and seconder of the Address. The hon. gentleman from DeLorimier who moved the Address in reply to the Speech, is a practised, eloquent speaker as we all knew. He is also, as most of us are aware, a lawyer of the Bar of Quebec, perhaps not without a rival, but one, at all events, who has none above him. I think the House and the Government are to be congratulated on the appointment of the hon. gentleman to a seat in this House. The duties of this House, as far as it has political duties other than those of a partizan character, are those of revising and amending the sometimes hasty legislation which we get from the other Chamber; and the hon. gentleman is one of the best qualified men in the Province of Quebec to aid in discharging these duties. The hon. gentleman's arrival in the Senate was the more opportune, because the appointment of the hon. senator from Richmond to the Chair deprived the House of the valuable services which we had from him for several years.

I can only express regret, on the other hand, that the Government have not been able to appoint an English-speaking lawyer also, whose presence in the House is the more necessary, on account of the promotion of the hon. gentleman from Richmond.

I quite concur in the sentiments that have been expressed as to His Excellency the Governor General. His antecedents are good; and I hope that after he has served for some time in his present capacity we shall be able to speak of him as being perhaps even more than a worthy successor of the noblemen who have preceded him.

Turning to the Speech from the Throne; I see that the second paragraph demolishes a theory which was very popular some years ago, and belies a great many by-gone prophecies. The theory was, and it was laid down as though it were a gospel truth, and not a theory, that the more money you took out of the pockets of the people of this country the better off they would be. This paragraph seems to admit that that is not always the case. The prophecies were, and we had them made no longer ago than last year in another place by the hon. Minister of Finance, that we were to have at least seven years more of prosperity. This paragraph—and I am rather surprised that the hon. gentleman whom I have just named should have joined in inserting such a paragraph in the Speech—admits that the Finance Minister, when he made that bold statement last year, was a false prophet.

As to the 3rd paragraph, which speaks of the Fisheries Exhibition in London, I quite concur in the sentiments that have been expressed by the mover and seconder of the Address. I was not aware, until I heard the statement from the hon. gentleman who moved the Address that Mr. Joncas had taken so prominent a position in connection with the Commission. I have glanced at the report which has been published, and it did not strike me that there was any remarkable ability shown in the paper read by Mr. Joncas, and I was struck by the fact that his statistics were not altogether reliable. However, the hon. gentleman from De Lorimier has given the subject more attention than I have, and I do not venture to contradict him very positively.

The 4th paragraph is one which I individually take a good deal of interest in; that is the paragraph which refers to the consolidation of the statutes. I rejoice, as we all do, I presume, to know that some

substantial progress has been made in this work, that some of the consolidation is ready, and that there are some 60 chapters of the consolidated statutes actually prepared; and I am also pleased that a certain time has been fixed for the completion of the work. We know that when we meet here again next year the work will be finished. I may say also that I think the work—as far as I am capable of judging—is in good hands. I know that the gentleman who represents the Province of Nova Scotia on the revising commission is a man admirably qualified for the work. I have also the pleasure of knowing pretty well the gentleman who represents the Province of Ontario, Dr. Wilson, and I think the Government made a very good selection in his case. The gentleman who represents the Province of Quebec, I have not the pleasure of knowing, but I understand he is also a gentleman well qualified, and I know that the gentleman who represents the Province of New Brunswick, the Deputy Minister of Justice, is a man who *ex-officio* is qualified, and who has also the necessary ability and experience.

I have nothing but praise so far; but I think there is this to be said about this work: the hon gentleman from Ottawa said that he thought it had been two years on hand; my recollection is that it was two years ago last July that the first commissioner was appointed. If my memory does not fail me, up to the beginning of last session some $10,000 had been spent on this undertaking, and substantially there had been nothing of very much value done for the money until a few weeks before the beginning of the present session, when the commissioners appointed at the close of last session began their work.

HON. SIR ALEX. CAMPBELL—The hon. gentleman is mistaken; I will explain that.

HON. MR. POWER—Perhaps I exaggerate the position of affairs a little; but I happen to be not altogether unfamiliar with that particular kind of work, and I may state that if the gentlemen who were appointed Commissioners after the close of last session had begun the work *de novo* at that time, they might easily have had it completed by the beginning of this session. I feel, consequently, that a year and a half and some $10,000 have been unnecessarily expended.

The fifth paragraph of the speech deals with immigration. Of course we are always glad to hear that there has been a large immigration into Canada. But, however it may be in this part of the Dominion, I know that in the Province from which I come there has been no immigration, but there has been a very large exodus; and it seems to me, as it has always seemed, that it would be more desirable that the Government should devote their attention to, and spend a little money if necessary for the purpose of keeping the natives of these Provinces within the Dominion, rather than in bringing in people from outside. I think that one man born in this country, as a rule, is worth two or three of those who come from outside. I concur in what was said by the mover of the Address as to the desirability of bringing back if possible from the United States the natives of the Province of Quebec, who are settled in that country; but I think the hon. gentleman should not have limited his wishes to the Province of Quebec, for it is just as desirable that the natives of Nova Scotia, New Brunswick, Prince Edward Island and Ontario, who are to be found in the United States in tens of thousands should be induced to come back as the natives of Quebec. I think, when we know, as we do from the public press, that Dakotah is more than half peopled by Canadians, one can see that it is a most desirable thing that some steps should be taken to prevent a further exodus, even if we cannot bring those people back.

I could not help thinking, while reading the paragraph referring to the negotiations so successfully carried on in British Columbia by the hon. gentleman who leads this House, that it would have been a most fortunate thing for Nova Scotia, which has demands upon the Dominion Government, if the hon. Minister had visited that Province as well as British Columbia.

HON. MR. SKEAD—He will go there next year.

HON. MR. POWER—I hope he will; we shall give him a cordial welcome, and I trust that he will do as much for us as he has done for British Columbia. It

has always struck me that if there has been a spoiled child in this Dominion, it is British Columbia. The Dominion have spent enormous sums of money, and strained the resources of the country to the utmost for the purpose of establishing communication with the 20,000 white people who live in that fortunate province. The hon. Minister went out there; and I have taken the pains to read over his clear and comprehensible report of what he has done; and I find that the Dominion Government have undertaken to pay the sum of $750,000 towards the construction of the Island Railway, and have agreed to pay a further sum for the Dry Dock which will probably bring the whole amount that the Dominion Government have undertaken to expend on behalf of Vancouver Island up to one and a quarter millions of dollars; the only thing that the Dominion seems to get in return being an acquittance for the claims of British Columbia up to date. I am sure if the British Columbians manifest as great ingenuity in the future in making claims on the Dominion Government as they have in the past it will be necessary to make a similar settlement in a few years more.

HON. SIR ALEX. CAMPBELL—We get the dry dock as an asset.

HON. MR. POWER—That dry dock is not a very valuable asset. I think it is only right to say a few words as to the claim of another island than Vancouver. The hon. gentleman who now occupies the Chair of this House has on former occasions spoken of the island of Cape Breton. He is not perhaps now in a position to do so, and I shall try to say a few words on that question. I have not the eloquence and ability, or the energy that he has; but I wish to say a few words in relation to the claims of that island. The white population of British Columbia is about 20,000; the population of Vancouver Island is about 12,000. The population of Cape Breton is 84,000. The island of Cape Breton was settled long before Vancouver Island was discovered. The 84,000 people of Cape Breton have been paying largely into the Dominion Treasury for the last sixteen years, and there has not been expended by the Department of Railways and Canals in that island up to the present time any sum beyond some $300,000 spent on the St. Peter's Canal, while the amount expended in British Columbia is counted by millions. Now, the island of Cape Breton is quite as wealthy in mineral and in agricultural resources, and in fisheries, as the island of Vancouver, or any portion of British Columbia; and I cannot understand why so great a difference should exist between the treatment of the east and that of the west. It may be because the claims of Cape Breton have not been put before the Government in the same pertinacious and vigorous manner in the other Chamber that has been used in pushing forward the claims of British Columbia. I propose, a little later on, to show a way in which I think, at the present time, the Government have it in their power to assist the just claims of that section of the country. The people of Cape Breton are more reasonable in their demands and expectations than the people of British Columbia, probably because they have been so badly treated in the past. The Government will not have to spend a great many millions there to make them satisfied.

The 9th paragraph speaks of the progress of the Indians in Manitoba. I am glad to hear that they are progressing, and I only hope that the annual expenditure in connection with the Indian Department will not continue to make the same rapid progress that it has during the last few years.

As to the Franchise Bill, the hon. gentleman from Ottawa has said sufficient to make it unnecessary for me to add anything on that subject. I shall only repeat that we have had no evidence of dissatisfaction with the present system, and the consequence is that the present bill is unnecessary; it will lead to much confusion, and will involve a very considerable additional expense.

I presume that, the Factory Bill having been placed in a prominent position in the Speech, the Government propose this session to pass it, and I sincerely hope that that may be the case.

The 11th paragraph has been dealt with already, the one which speaks of the rapid progress of the Pacific Railway, and of the probable measures that will be taken to secure its early completion; but I think

it is to be regretted that the Government have not, through His Excellency's mouth, or in any other way, told us why it is—neither has it been done in the other Chamber—that they deem it of such great importance that the road should be completed at an early date. What are the substantial results that are to follow from the early completion of the road? I am not aware of any. Of course it is a sad thing that we should be severed from the people of British Columbia, but I do not think that even amongst the supporters of the Government it is considered worth while involving the country in vast unnecessary responsibilities that we may be enabled to fly into the arms of our brethern on the Pacific slope at an earlier day. The local trade clearly cannot be large, that is, the trade with British Columbia, and I hardly think that the volume of the Asiatic trade, which it is hoped will at some time find its way across the continent by that route will immediately be very great. There are two competing lines in the United States, and our road will have to fight its way, and it will not for some time probably carry a great deal of that trade. It seems to me that it would have been better to have taken our time in constructing the road, and build it as the resources of the country would allow, and instead of building in such a hurry to have followed the course of settlement, and build just fast enough to allow settlers to fill up the country. I am pleased to know that on this point at any rate some members of the Government agree with me. I find that the hon. gentleman who is now Minister of the Interior, in speaking on the subject of the Canadian Pacific Railway some time since in this Chamber, used language which I cordially endorsed at that time, if I remember rightly, and which I still endorse. "I have always been of the opinion" said the hon. gentleman from Saugeen, at page 577, official Debates of the Senate for 1878, "that the all rail-line was too heavy an undertaking for this country to enter upon; I thought our policy should have been to have begun our railway at Pembina, and carried it across our prairies as fast as our circumstances would permit, and as fast as the settlement of the country might require. That was my policy." I see that the hon. gentleman went on further to enlarge on the subject, but that was his policy, and that is the policy that I was glad at that time to be instructed in by the hon. gentleman, and I still continue of the same opinion that I held then. The country has undertaken to contribute very largely, directly and indirectly, ready money, land, franchises, monopolies or exclusive privileges—if the Government prefer the expression—to this company. The Government have recently given them a guarantee for a very large amount, and we expect to be called upon now to do something further for that company—it is quite clear that that is the meaning of His Excellency's speech. I believe, hon. gentlemen, that when we come to the end of this Pacific Railway business we shall have this position of things: That the Government will have practically built the Pacific Railway, and the Company will own and control the road. It seems to me that the policy of building the road as fast as the circumstances of the country required, the country owning the road and running it in the interest of settlers would have been infinitely better than the course that has been adopted. There are many things which the Company have done that do not meet with the approval of the people of the North-West. When I say do not meet the approval, I mean things that affect injuriously the progress of the North-West; and some things which they propose to do are calculated to affect injuriously the prospects of the Eastern part of the country; and in my opinion it is the duty of the Government, now when the Company come asking for something further, to see that the country receives some consideration for what the Government do for the Company. Some of the objectionable privileges granted to the Company may be withdrawn; and if that is not done, one thing certainly might be done: the Government might seize this opportunity of making it a condition to the granting of any further aid to that Company, that the Eastern terminus of the road should be within Canadian territory.

HON. SIR ALEX. CAMPBELL—The Eastern terminus is at Montreal.

HON. MR. POWER—That is not the only terminus; that is the summer ter-

minus. The merchandise carried over this road must find its way to the sea in winter as well as in summer, and it would be a gross injustice to the eastern portion of the Dominion if the products carried over this road were shipped at foreign ports, and if the business of this road, which has been practically built by the money of the people of this country, should go to build up a foreign, and possibly a hostile, port. In 1881, when the Canadian Pacific contract was under discussion, hon. gentlemen will remember that it was suggested that, for a time at any rate, a portion of the road might run through American territory south of Lake Superior, to meet the Canadian road at Sault Ste. Marie That was denounced as a most unpatriotic proposition; but it seems to me that it is much more objectionable that the terminus of the road should be in United States territory, than that one of the intermediate links should be; and I trust that the Government, having had their attention called to this matter, as they have before now, and having an opportunity of exacting a *quid pro quo* from the company when they come to ask for further assistance, will see that the Company give some guarantee that the traffic on this road shall not go to build up Portland or Boston. The hon. gentleman who seconded the Address, spoke of this as being a road from ocean to ocean, through Canadian territory. I presume he spoke with the understanding that—

HON. SIR ALEX. CAMPBELL—I did not quite appreciate the point, I see it now.

HON. MR. POWER—I presume he did not look forward to seeing the Eastern terminus of this road at Portland or Boston. There is just one other paragraph about which I desire to say something. I regret that the hour is so late, as it is a subject upon which I should have dwelt for some little time.

HON. GENTLEMEN—Go on.

HON. MR. POWER—The 13th paragraph says that "a provisional arrangement made with the Government of Nova Scotia for the retention of the Pictou branch and the acquisition of the Eastern Extension Railway to the Strait of Canso will be submitted for your approval." Coming from the Province of Nova Scotia, and being naturally interested in that matter, I may express my gratification at the fact that the Government proposes to retain the Pictou branch, and to acquire—in fact they have actually taken over—the road known as the Eastern Extension. I think that a very few words will show the House that the transaction has been a good one from a business point of view. The Pictou branch is worth, I think, about 3,000,000 dollars, and there is as much business done on it as on almost any portion of the Intercolonial Railway. The road known as the Eastern Extension cost between $1,800,000 and $2,000,000, and that road pays its working expenses, while the Pictou branch does considerably more than that.

HON. SIR ALEX. CAMPBELL—Does the Eastern Extension pay its working expenses?

HON. MR. POWER—Yes, I have been so informed,—so the officers of the Company informed me some time ago; I think the former Superintendent told me that the road just about paid its working expenses. The other road, if properly managed, as a company might manage it, would probably pay from $50,000 to $100,000 a year over itsworking expenses. The Government, therefore, are acquiring a property which cost, altogether, some $5,000,000, and for it they are paying only $1,200,000. Of course it is true that the Government have owned the Pictou branch, but hon. gentlemen will see that legislation which took place, I think, in 1873 or 1874, with some supplementary legislation later on, had pledged the Pictou branch as an aid to the construction of a railway to the Straits of Canso, if it could not go any farther. It was first pledged to aid in the construction of a railway to Louisburg or Sydney, but it was found that that could not be secured, and the Government agreed to give the Pictou branch in aid of a road to the Strait of Canso. Consequently the road had passed out of the control of the Government, and had become substantially the property of the company who built the road; and I repeat

that the Government have made a particularly good bargain in acquiring this property for $1,200,000.

HON. MR. ALMON—The other party must have made a very bad bargain then.

HON. MR. POWER—I shall say something about that presently. Hon. gentlemen will see that the Dominion Government can manage a public work of that sort in the interests of the people of the district, to a greater degree than either the local government or a company could. The Dominion Government do not expect large dividends, and if the road pays something above working expenses, that is all they can reasonably look for. The Local Government in all probability could not have continued to work the road themselves, and they would very likely have been obliged to transfer it to a company; the company would be obliged, and would naturally seek, to make the road pay them as well as possible, and the consequence would be that the people on the line of the road would suffer very considerably from high rates. Further, I think it better that roads of this sort should not be owned by local governments; they are too large for weak bodies like local governments. While I congratulate the Government, and the Province, on the fact that this road has been taken over, I regret that so much delay has taken place. I understood that it was to have been taken over more than two years ago, had not a plan known as the "Syndicate Scheme," been broached by the Premier of Nova Scotia at that time. But, while I cordially approve of the Government taking over the Pictou branch and Eastern Extension, I cannot say that I am satisfied with the means which they have used to bring about the consummation that has been reached. I think that the Local Government of Nova Scotia have not been generously treated—in fact the treatment meted out to them forms a very startling contrast to the way in which the people of British Columbia were dealt with; and that is the reason why I regret that the hon. Minister of Justice had not gone to Nova Scotia as well as to British Columbia. In the first place, when the Local Government had acquired the Eastern Extension road, and made all the arrangements they were reasonably bound to make, they applied for a transfer of the Pictou branch, and that transfer was refused on grounds which were undoubtedly frivolous. At the outset there was some little technical quibble raised—I hope hon. gentlemen will excuse me for using a word that is slightly unparliamentary—as to the completion of the Extension. Then the Government, when it was found that that was untenable, raised difficulties—at least so I understand, though I have not had the official papers before me—as to the tariff. The Dominion Government insisted that the tariff for carrying coal should be so low as to deprive the Local Government of any possibility of deriving any substantial revenue from the road.

HON. SIR ALEX. CAMPBELL—The hon. gentleman is mistaken; we never got so far as to discuss such items as the tariff.

HON. MR. POWER—The hon. Minister of Justice was not the minister who was particularly concerned in the transaction; but unless my information is incorrect that matter was discussed with the acting Minister of Railways, and it was insisted that no higher rates should be charged for carrying coal than are now charged by the Dominion Government. Those were rates which would not have enabled a company to make any money out of the Pictou branch and would have prevented the Local Government from making satisfactory arrangements for transferring the road to anybody else for any large consideration.

HON. SIR ALEX. CAMPBELL—There may have been a conversation of that kind in advance.

HON. MR. POWER—There is no doubt that the acting Minister of Railways did insist on this condition. Then again, there were conditions insisted upon as to the rolling stock, which were exceedingly unreasonable; and the Dominion Government placed the Local Government in a very awkward dilemma. They were obliged either to accept the terms offered by the Dominion Government, as to giving over the road, or to continue to operate the Eastern Extension at a loss, without any prospect of regaining the money at

any future time. I think, therefore, that the Local Government did the only thing which could reasonably be expected of them; but it appears to me that the Dominion Government should have handed over the Pictou branch, accepted a fair amount of rolling stock from the Local Government, and allowed them to frame a reasonable tariff. I may mention that the Dominion Government have allowed the Pacific Railway Company—if my information is correct—to charge ten times as much for the carriage of coal as they were willing to allow the Government of Nova Scotia to charge. This is another instance of the inequitable and unfair holding of the scales between the East and West which I cannot understand. If the Dominion Government did not care to hand over the Pictou Branch, and to make what I look upon as being a fair and reasonable arrangement with the Local Government of Nova Scotia, and decided to own the roads themselves, it would have been only fair to have repaid the Government of Nova Scotia the sum of $600,000, or thereabouts, which that Government had expended on the extension. If they had dealt with them in that way, they would have treated the Nova Scotia Government somewhat as they are treating British Columbia in connection with the Graving Dock, the Government having agreed to pay British Columbia $250,000, which the Local Government had expended on the Graving Dock; and I think they should have treated the Government of Nova Scotia in the same way, and repaid them the $600,000 which had been expended by them on that road. The House will see the position in which things would have been then. If the Local Government had got that $600,000, they would have been in a position, and it was their intention I understand, to have aided in extending the railway through the island of Cape Breton; but they cannot do that now, not having the money. If, on the other hand, the Dominion Government had dealt liberally with the Local Government, and that Government had been able to retain the Pictou Branch railway, and the Eastern Extension, they would in all probability have been able to make arrangements with some company, by which they could have secured the extension of the road into Cape Breton; but the Dominion Government had a giant's strength, and they used it like a giant: the Local Government are now powerless to do anything in the way of aiding in the extension of the railway into the island of Cape Breton; and the responsibility rests with the Dominion Government. I presume that the Government of the Dominion propose to extend the road into Cape Breton; and I trust that they will not transfer the road, as it has been said they propose to do, to some company. Our experience of company roads in Nova Scotia has not been satisfactory: the rates will be higher, and the business will be much less, in the hands of the company than in the hands of the Dominion Government.

The thirteenth paragraph speaks of the largely increased volume of traffic on the Intercolonial Railway over that of any previous year. I am sure that we are all pleased to know that the business of the road is increasing, and I shall only remark, in connection with that, that the business of the Intercolonial must be limited until it gets direct connection with the city of Montreal. There is a very great delay, and some unnecessary expense, now in carrying freight and passengers from Point Lévis and Chaudière Junction to Montreal; and I think it will be necessary to take som steps, at an early day, to secure the extension of the road to Montreal. This matter has been agitated to a very considerable degree in the lower provinces, and to a certain extent in the Province of Quebec; and the people of both political parties seem to be quite unanimous in thinking that the Dominion Government should take steps to make that extension.

HON. MR. MCDONALD moved the adjournment of the debate.

The motion was agreed to.

The Senate adjourned at 5:50 p.m.

THE SENATE.

Ottawa, Tuesday, January 22nd, 1884.

THE SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

THE LATE SENATOR BOURINOT.

MOTION.

HON. SIR ALEX. CAMPBELL—When the House adjourned yesterday I was not aware that the funeral of our late colleague, Mr. John Bourinot, was fixed for to-day at 4 o'clock or I should not have asked the House to meet, but that it be adjourned over until to-morrow. It is true that we are engaged in considering the Address in reply to the Speech from the Throne, but nevertheless I think we shall not be misunderstood in any quarter if we take an opportunity to pay a last tribute of respect to the memory of our late colleague. Of late years the custom has fallen into disuetude on the deaths which happen every session, unfortunately, amongst the Members of the Senate; but I think when I ask the adjournment of the House under the present circumstances I shall be pardoned for saying a few words in memory of the late Mr. Bourinot. I have had the happiness of knowing Mr. Bourinot since 1867, when he was first called to this House, and there are many hon. gentlemen who come from his own province who have known him much longer. Ever since the year 1867 we have had the advantage of his assistance in this House, and on the Committees, of which he was a useful member, and I am sure we will all bear testimony to the courtesy, kindness, and genial character of the deceased Senator. I think every one of us will say that he was in every respect a thorough gentleman, anxious to consider the feelings and interests of others, and while vindicating his own opinions in this House was always anxious to deal courteously with those whose views were opposed to his. That has been his constant character in this House, and I am sure we shall all long cherish his good qualities and his many kindnesses of head and heart, and the constant assistance we have had from him in the Senate. In his courtesies of private life there was a genial hospitality constantly evinced here from session to session, and those who have had the advantage of sharing in his hospitality will long remember it. I do not know anyone who has passed away from us that will leave a more kindly remembrance than our deceased colleague, and I take the opportunity of saying these few words in remembrance of a friend whose memory we shall long cherish.

HON. MR. SCOTT—I entirely approve of the course taken by the hon. leader of the Government on this melancholy occasion. I have not myself had the pleasure of knowing the late Mr. Bourinot as long nor as intimately as the hon. Senator who has just spoken, but the opinion I have gathered of him is quite in harmony with that expressed by my hon. friend opposite. He was open, frank, impulsive if you will, but it always seemed to me that his line of action was prompted by a high sense of duty and of honor. He was essentially a gentleman in every respect, warm, earnest, and true. I, with others, was very deeply pained at his sudden death, taking place as it did, at the very threshold of the scene of his duties. I desire to add my tribute of respect for his memory, and convey to his family the deep sympathy of those of his colleagues who remain behind him.

HON. MR. DICKEY—I am unwilling that this motion should pass without expressing my satisfaction at the course the Government has adopted on this occasion. I regard that course as a fitting tribute to the many genial qualities of my deceased friend, and as, in a great measure, a fitting recognition of the exertions which he has constantly made as a public man for the good of his country, and more especially for the interests of the Island whence he came. Indeed, justice to Cape Breton seems to have been the key-note of his parliamentary life, and I trust that his exertions may be followed hereafter by benefits to that Island which he loved so well. Having been associated with the late Mr. Bourinot in the Legislature of Nova Scotia and in the Parliament of Canada for now upwards of a quarter of a century, I can cordially endorse the observations that have just been made, and can appreciate, as I have no doubt those who remain after him will appreciate, the kindly sympathy that has been expressed here. We all respect his memory and we all deplore his loss.

HON. MR. KAULBACH—I can say nothing more than what has already been

so heartily said by the hon. gentlemen who have preceded me with respect to the great loss we all feel at our old friend having left us, yet I cannot silently allow this motion to pass without saying a few words. I have known the late Mr. Bourinot as long as my hon. friend from Amherst, and all he has said, and what has been said by the hon. leader of the Government and by the leader of the Opposition I heartily concur in. The Island of Cape Breton was always his key-note, and he was earnest and zealous in the advocacy of the rights of that island as well as of the interests of the Province of Nova Scotia and of the Dominion generally. I cannot say anything more than what has been said, and I feel deeply the loss which must fall on Nova Scotia, and particularly on the island of Cape Breton in the death of our late respected friend.

HON. SIR ALEX. CAMPBELL moved, seconded by the Hon. Mr. Scott, that out of respect to the memory of the late Hon. Mr. John Bourinot, this house do now adjourn.

The motion was agreed to.

The Senate adjourned at 3.30 p. m.

THE SENATE.

Ottawa, Wednesday, 23rd Jan., 1884.

The SPEAKER took the chair at three o'clock.

Prayers and routine proceedings.

THE CIVIL SERVICE.

RETURN.

HON. SIR ALEX. CAMPBELL laid on the table a return containing information relative to the employes in the civil service of Canada. He said: It gives the information which was asked for by an address in this House in which my hon. friend from DeSalaberry has taken a great interest, and although it is not specifically spoken of leaf by leaf as a return to this address, it is so substantially.

HON. MR. KAULBACH.

THE ADDRESS.

THE DEBATE CONTINUED.

The order of the day having been called,

"Resuming adjourned Debate on the Address to His Excellency the Governor General in answer to His Excellency's Speech on opening the Second Session of the Fifth Parliament."

HON. MR. MACDONALD said—I do not intend to comment on the Speech from the Throne in detail: that has been very ably and eloquently done by the mover and seconder of the Address; nor do I intend replying to the speech of the hon. gentleman from Ottawa; nor to that of the hon. gentleman from Halifax. I cannot say that I have much fault to find with their criticism on the paragraph in the Speech which refers to the settlement with British Columbia.

The hon. gentleman from Halifax made statements and went into details which more properly belong to a later stage of the session. He has magnified figures in the British Columbia arrangement and compared that Province to a "spoiled child," a comparison not appli cable in the smallest degree. The hon. gentleman must know that our Province joined the federation with her eyes open and in possession of all her faculties, and no province has stood more on its own bottom than British Columbia. The hon. gentleman must remember that that Province never asked for better terms—and never received any. We never asked for anything beyond the conditions of union.

I am much gratified to hear that the questions in dispute between the Dominion and the Provincial Government have been arranged, subject to ratification by Parliament, in a manner satisfactory to both Governments.

No doubt this happy adjustment is mainly due to the tact, experience and ability of the Hon. Minister who visited the Province in an official capacity last year.

It afforded myself and many others very great pleasure to welcome the Honorable Minister of Justice to our western shores, but I am afraid he did not have that rest and relaxation so necessary after such a long and fatiguing journey. He worked too hard during the whole of his stay.

It was a little vexing that our country was enveloped in dense smoke from forest fires in the adjoining American territory during the visit of the hon. gentleman, so that he could not see our country and beautiful scenery, and it is probable he has not carried away with him the impression of our Western province, which we would like him to have done. We trust however that he may not be altogether averse to repeating his visit at no very distant day; he may be sure of a most cordial welcome.

I notice also in the speech that it is the intention to have some legislation on Indian affairs.

The present law is not applicable to the more civilized Indians, and I hope the Government will be willing to take the opinion of those who are more or less conversant with the requirements of different localities.

I have been pleased to hear the high approval given to the appointment to the Chair of the House by the hon. gentleman from Ottawa, and the hon. gentleman from Halifax. I have no doubt that gentleman will discharge his duty impartially and ably, but whilst I am perfectly satisfied with the hon. gentleman now in the Chair, yet I regret very much the absence of the former Speaker who filled the position so well, I am sure every hon. gentleman present shares my regret. We were placed under deep obligation by the late Speaker and his family on very many occasions.

HON. MR. MCINNES, (B. C.)—I rise to endorse all that my colleague from Victoria has said with respect to the visit of the leader of the Government in this House to British Columbia. It certainly was a great pleasure, and I am sure a great benefit to the Province. However, I must say that I was very sorry that he, like all the rest of the Ministers who have favored us with a visit, took up his abode and spent the greater portion of his time during his stay at the City of Victoria, thereby only carrying away a knowledge of Victoria and Vancouver Island, and not mixing with the people of the main land or the other portions of the Province. I am aware that when Ministers pay a visit to British Columbia they are hardly pressed for time, and I suppose, in view of that fact, we will have to excuse the leader of the Government in this House for not remaining on the main land a little longer than he did.

My hon. colleague who has just taken his seat has stated that very important negotiations have just been entered into between the Province of British Columbia and the Dominion, respecting the adjustment of long-standing grievances between the two Governments. I am very happy to learn that these grievances are about to terminate. However, I do not wish to be misunderstood when I say that I think that the Bill proposing to settle all these difficulties does not meet my approval, nor does it meet the approval of two-thirds of the people of our Province. But I will not enlarge upon this question now. I hope to do so when the Bill itself comes up, and I will then show that it certainly is not in the interests of British Columbia that it should be carried in its present shape. I do not wish it to be understood that the Dominion is making a bad bargain. On the contrary, the Minister of Justice has made an exceedingly good one for the Dominion, but I believe an exceedingly bad one for the Province of British Columbia. If the present negotiation is carried into effect and placed on the Statute Book, it will become a serious drawback, yes, retard the development of our varied and vast resources for all times.

The third section of the Address refers to immigration to our shores. I fully endorse the statement made in that clause. British Columbia has certainly received within the last year a larger immigration than during the five or six years preceding, and I may say in a general way that that Province, at the present time, is in a highly satisfactory and prosperous condition.

One word as to the statement made by the hon. gentleman from Halifax with respect to British Columbia being the "spoiled child" of the Dominion. I passed a considerable number of years in Nova Scotia myself, and I always entertain a kindly feeling towards that Province, and hope to do so in future, yet I must say that if there is any portion of Canada that has been a spoiled child it is Nova Scotia. She came in, as the hon. gentleman who has just preceded me said, with her eyes open. She not only got all that was contemplated and promised when she joined

the confederation, but if my memory serves me aright, on two different occasions she got large concessions from the Dominion. When British Columbia came in she was promised all that which we are only now beginning to receive. We did not expect that the very letter of the contract would be adhered to, but we did expect that it would have been carried out in spirit, and I think it comes with a bad grace from the hon. member from Halifax to accuse British Columbia of being the "spoiled child" of the Dominion. I must also say with reference to the Province of Nova Scotia that I am pleased with the appointment of the hon. gentleman who is now presiding over this Chamber. I have no doubt, from my acquaintance with him during the last few years, that he will give all the satisfaction which could have been expected when he was appointed to the position he now holds.

HON. MR. HOWLAN—I think it is a matter for congratulation that we have in the Speaker's Chair a gentleman whose long parliamentary experience so well qualifies him for that responsible position; and we must not forget that in losing him from the debates of the House, we have gained to the floor, as a member of the Government, an hon. gentleman who, during the last few years, has devoted a great deal of time to the management of perhaps the most important department of the Government. Not only has he done so, but he has also interested himself in the financial affairs of the Dominion; and perhaps no member of this House has within himself so complete a knowledge on that subject as the hon. member who is now Minister of the Interior.

I did not intend to say anything upon the Address, as it is almost a departure from Parliamentary rules, but I see that for some years past it has been the custom in this House for hon. gentlemen to express their opinions upon questions coming before them referred to in the Address in answer to the speech from the Throne. Following in the footsteps of those who have preceded me, I propose to say a few words upon the Address now under consideration.

The first paragraph of the Address refers to our new Governor-General, and I must say that it is pleasant to note that in the selection of a Governor for one of the most important dependencies of the Crown a gentleman has been chosen who has had some parliamentary experience in the mother country, and who has also been a member of the present Government in England. Following as he does in the footsteps of the two illustrious noblemen who have just left us, I have no doubt that his experience (as was theirs) will be employed for the benefit of Canada, and that before he leaves our shores he will be able to see the completion of that great work, the inauguration of which one of his predecessors witnessed, and 1000 miles of which the other saw constructed and in running order.

The second paragraph speaks of the prosperity of the country, and every well-wisher and lover of the Dominion will be pleased to note that, notwithstanding the short harvest of the last season, prosperity reigns within our borders. In looking back over the exports and imports of the Dominion, and at our revenue and expenditure, from the inauguration of Confederation, from 1867 to the present time, it will be apparent that we started off with great prosperity, that our revenues for a time exceeded our expenditure, and that we were able to prosecute important works, such as constructing public buildings, enlarging canals, building railways and other works which a young and rising country like this requires, as may be seen by the following table:

TRADE AND NAVIGATION.

The following is a statement showing the value of the goods exported from and imported into the Dominion each fiscal year since Confederation.

Year.	Exports.	Imports.
1868	$ 57,567,888	$ 73,459,644
1869	60,474,781	70,415,165
1870	73,573,400	74,814,339
1871	74,173,618	96,092,971
1872	82,639,663	111,430,527
1873	89,789,922	128,011,281
1874	89.351,928	128,213,582
1875	77,886,979	123,070,283
1876	80,969,435	93,210,346
1877	75,875,393	99,327,962
1878	79,323,667	93,081,787
1879	71,491,255	81,964,427
1880	87,911,458	86,499,747
1881	98,290,823	105,330,840
1882	102,137,203	119,419,500
1883	98,085,804	132,254,022

The value of the goods entered for consumption and the duty paid thereon were as follows:

Year,	Entered for Consumption.	Duty.
1868.....	$ 71,985,306	$ 8,819,431 62
1869.....	67,402,170	8,298,909 71
1870.....	71,237,603	9,462,940 44
1871.....	86,947,482	11,843,655 75
1872.....	107,709,016	13,045,493 50
1873.....	127,514,594	13,017,730 17
1874.....	127,404,169	14,421,882 67
1875.....	119,618,657	15,361,382 12
1876.....	94,733,218	12,833,114 48
1877.....	96,300,483	12,548,451 09
1878.....	91,199,577	12,795,693 17
1879	80,341,608	12,939,540 66
1880.....	71,782,349	14,138,849 22
1881	91,611,604	18,500,785 97
1882.....	112.648,927	21,708,837 43
1883.....	123,137,019	23,172,308 97

The value of exports to the United States fell off in 1882-83 to $41,668,723, as against $47,940,711 in 1881-2. Other fallings off in the exports were, France, from $825,573 in 1881-82 to $617,730 in 1882-83; to Germany, from $253,114 to $133,697; to Holland, from $365,198 to $27,599; to China and Japan, from $106,675 to $105,-388; to Italy, from $655,267 to $451,-473. The increases were, Great Britain, from $45,274,461 in 1881-2 to $47,145,217 in 1882-83; Spain, from $108,082 to $164,925; Portugal, from $149,744 to $179,843; Belgium, from $142,358 to $195,705; Newfoundland, from $1,974,823 to $2,187,338; West Indies, from $2,995,572 to $3,125,031; South America, from $941,162 to $1,489,957; Australia, from $340,608 to $375,065. The value of the goods entered for consumption from Great Britain in 1882-83 was $52,062,465, as against $50,597,341 in 1881-82; from the United States $56,032,333, as against $48,-289,052 in 1881-82; from France, $2,316,480, as against $2,097,358 in 1881-82; from Germany, $1,809,154, as against $1,480,004; Spain, $584,972, against $462,219; Portugal, $63,349, against $51,912; Italy, $104,440, against $93,086; Holland, $297,201, against $248,043; Belgium, $415,407, against $503,-210; Newfoundland, $765,935, against $908,-509; West Indies, $4,369,260, against $4,023,-384; South America, $1,464,671, against $1,373,617; China and Japan, $1,645,529,042; Swizerland, $336,040, against $268,093; other countries, $880,057, against $1,139,057.

But a time came when the prosperity of the country, as indicated by these returns, suffered a check and for three or four years, particularly from 1875 to 1880 the falling revenue of the country engaged the attention of thoughtful minds throughout the Dominion. It is not to be expected that the whole wisdom of any country is to be found within the four walls of Parliament. On the contrary, there are as many wise and prudent men outside of Parliament as there are inside. Those prudent minds at once grasped the fact that our revenues were falling off, and each in his own sphere enquired what was the cause. It was accounted for in several ways, by poor prices for the products of the country, poor crops, and bad markets abroad. Many people asked themselves could any policy be devised by which the prosperity of the last few years could be restored, and the deficits that had been recurring from year to year put an end to. Many leading merchants, bankers and thinkers, both in the press, on the platform, in the council chamber and in the different departments of life in this Dominion, thought that such a policy might be inaugurated. We found living side by side with us a nation of some 50,000,000 of people who had successfully adopted the policy of protection to their own industries. They had gone through a gigantic war, they had seen their incomes wasted, their revenues exhausted, and their securities going down from par to 40 cents on the dollar, and the thoughtful men of that country believed that the best way to restore prosperity was to adopt the policy of protection. And what has been the result?

We find them to-day with an overflowing treasury, with their securities standing perhaps the best of any in the world, and all this, in my estimation, at all events, is due to the fact that they fostered their native industries. If the United States obtained such results, why could not a similiar policy be inaugurated here? The Reciprocity Treaty with our neighbors had been abrogated, and the Dominion was being made a slaughter market for the manufactures of the United States. A National Policy was advocated in the press and on the platform, and received the assent of the public. There was no better course that a young country like this could pursue. We could not stand still, with our industries prostrated and a deficit in the revenue every year: some policy must be inaugurated to restore the prosperity of the country. I think the introduction of the National Policy has to a very great extent done that. A new departure was made; capital and enterprise were coupled together and walked together, as it were, hand in hand throughout the land, building up our manufactories, diffusing wealth among the people, and, above all, impart-

ing a national tone and spirit to our population. It is not to be expected that if a change of Government should take place to-morrow any very great modification would be made in the existing tarriff. It is not to be supposed that a paternal Government would pursue a policy which would destroy capital and paralyze industries which have been built up under the National Policy throughout this Dominion.

I may be asked what has the National Policy done for Prince Edward Island? I admit that it has done less for that Province than for other parts of the Dominion, but it has to a very great extent paved the way for a consideration of a renewal of the Reciprocity Treaty with the United States, which would not otherwise be the case. That was one reason why I welcomed the National Policy, and I find now, as I found last year at Detroit, in talking with members of the Board of Trade there, that in almost every instance reference was made to the great energy that our people had put forth in building up manufactures for ourselves. In fact, when the Reciprocity Treaty was abrogated, it was thought to be almost impossible for us to cope with the difficultics and dangers which surrounded us and it was considered extraordinary that 4,000,000 of people, situated as we were beside a nation of 50,000,000, could make such a policy successful. I am told that there is a change of opinion in the United States with regard to this question, and I now read an editorial article from the New York *Herald*, one of the leading papers of the United States, in confirmation of what I say:

TRADE WITH CANADA.

"It was the refusal of the United States to renew the reciprocity treaty with Canada in1 866 that compelled that country to develope its own resources. The Intercolonial Railway, a system of canals and a confederation of the provinces were the direct result of the repeal of this treaty. During the continuance of that reciprocal commerce the United States always exported more to Canada than it imported from that country, and, on the most stringent application of protectionist doctrine, derived the greater benefit from that trade.

After the abrogation of treaty relations numerous and incomprehensible tariff duties were put in force along the northern frontier. Especially was this the case with duties on agricultural products, as the conditions of production are so nearly alike along the Canadian border as to make any attempt to discriminate purely artificial. The United States lost a customer, and Canada began to produce for herself. *Further than this, commercial relations were fostered with other nations, and, with a consciousness of strength, a tariff war with this country was entered upon.*

What has been gained by our refusing to renew the treaty in 1866? Nothing. Everything must be set down as loss, and that by our own stupidity and pig-headedness. Our policy now is to court trade, not only with Canada, but with Mexico, the Central and South American States, and in fact, with every nation which wishes to buy and is able to pay for its purchases in what we want. The Corean treaty is all very well as a diplomatic rocket, but as an instrument of commerce is difficult to see how we are to gain by it. *Our commercial interests lie with States nearer home.*

Thus it will be seen that the National Policy has brought the commercial people and the statesmen of the United States to consider whether it is not better for them to have closer commercial relations with a people who have shown themselves quite capable of grappling with the difficulties which surround them. If we look over the public returns we will find that we have opened up commercial relations with foreign countries with which, before the adoption of that Policy, we had very little trade. We have established trade relations with the West Indies, South America, Australia, Germany, Spain, Portugal, France, Italy, Holland, Belgium, Newfoundland, China, Japan and Switzerland. It would have been impossible for us to have opened up that trade without manufactures. We might have shipped ou raw material, it is true, but to a great many of those countries it was necessary to send mixed cargoes. Therefore our manufactures assisted us very materially to develope our trade and resources, and we have been enabled to engage in large undertakings called for by the necessities of the country without lessening the value of our securities or diminishing in any way the prosperity of the country. I may say this, that if the United States at the time when her securities ran down from par until her public bonds were not worth more than forty cents on the dollar, had not inaugurated a policy of protection, her position might have been very different from that which she holds to-day. We all remember the ordeal through which the great Republic passed. When the bat-

tle of Bull's Run was fought every nation in the world believed that the fate of that great country was to be divided into two nations, the North and South. The second battle of Bull's Run almost fastened the opinion on the world that such a fate was inevitable ; but her statesmen, having faith in the future of their country, and faith in their institutions, inaugurated such a policy that they rescued the Republic from the fate which seemed to threaten it, and have made a record of which any country might be proud. To-day they have peace and prosperity within their borders, and an overflowing treasury, and are enabled to cut down the public expenses, and have given proof that when the energy and self-reliance of any people are called forth by a Government which has faith in the future of the nation, success is inevitable. If the policy which the people of this country have endorsed had been seized upon by Mr. Mackenzie, as the Reform movement was seized on by Mr. Disraeli, I believe that Sir John Macdonald and his party would not be in power to-day. It has been stated in the course of this debate, by the leader of the Opposition that the Government have taken $65,000,000 from the pockets of the people of this Dominion. He did not say that in so many words, but the tenor of his speech was that the people had, to a certain extent, lost that much. Now, the fact is the contrary. We have had $65,000,000 spent on the Pacific Railway, in the enlargement of some of our canals, in the building of new lines ot railway, and in constructing public harbours; benefitting in many ways the industries of the country. I am surprised at the idea expressed by some hon. gentlemen that it is a misfortune to have a surplus in any country. Take France, for instance ; we find that there is no difficulty there about the surplus ; on the contrary, the surplus is used for the benefit of the people. Take one item alone : the tobacco duty of France has grown from a comparatively small sum in the last 20 years until it is now nearly 1,000,000 francs per day. A recent writer, speaking of the subject of the surplus, states that in 1820 the revenue from tobacco was 64,000,000 francs ; in 1882-83 it was 362,000,000 francs.

Thus France has arrived at a period where, from a revenue of 500,000 francs per annum for this monopoly, it has reached the enormous figure of 1,000,000 frances per diem.

Happly this enormous sum, derived from an appearently useless, if not hurtful, passion, has not been wasted, and for fifty years has served to develope many beneficial public works.

To-day under the regime of the republic, it is doing greater service than ever before, in contributing towards the budget of public instruction thus aiding the cause of true enlightenment and the emancipation of the masses.

Now there is another patent fact to be taken in connection with this question, that when a country becomes over-taxed and the people feel that they are called upon to contribute more than they should pay, there is always a reaction which finds expression in the elections which take place. I contend that, so far as can be seen by any intelligent man, there is no reaction in the Dominion ; on the contrary, if we can judge by the expressions of public men and of the press, the opinion of the people remains unchanged. The Government goes on, and the revenue continues to exceed the expenditure. We have a surplus now, but a period may come when the expenditure will exceed the revenue, and when we may have to take in sail ; but I contend that at the present day there is nothing to indicate that a change of policy is desirable. Therefore, I say that the expression in the Address is quite correct, that the general condition of the Dominion is such as to justify His Excellency in congratulating us on its prosperity.

The next paragraph that I shall refer to is that relating to the Fisheries Exhibition at London. That was undoubtedly a wise course for the Government to pursue. For some time past the Press of the United States has been asserting that Canada was awarded too much by the Fisheries Commission under the Washington Treaty, and some European nations, and even some of our own people had been led to believe that the assertion was true. But when this exhibition took place in London, people abroad formed a new and more correct idea of the enormous wealth of our fisheries. If the same fostering care should be bestowed on our fisheries as the United States exercised in developing theirs in the early history of that country, very great wealth is still within the reach of

every individual in this Dominion. What do we find as the result of the course pursued by our Government? Very large sums have been invested in building swift vessels for the Fisheries; there are gentlemen within the sound of my voice who, I have reason to believe, are interested in this enterprise, who have put their funds in this great industry, and are satisfied to go on investing in it until, ere long, we will have perhaps one of the finest fishing fleets in the world. Anyone reading the English press must be struck with the fact that they were quite surprised to learn that we had in the Dominion of Canada such vast wealth in our fisheries. In connection with this subject I regret to find that in that great bay to which fishermen come, from Nova Scotia as well as from the United States, the Government have not thought fit so far—although I have brought it to their notice on many occasions since I have had the honor of a seat in this House—to establish a harbor of refuge on the north coast of Prince Edward Island as well as to dredge out some of the smaller harbors. Before this session closes I hope to be able to present to the House a map of Prince Edward Island, showing where the different wrecks have occurred on that coast during the last 30 years, and, I trust, shall, at all events, be able to get the approval and sanction of this House, and the sanction of the Government to have some steps taken in the direction I have indicated. During the last 30 years not a season has passed without loss of life occurring on that coast for want of a harbor of refuge.

In twelve months from next July we will have to enter upon the consideration of a new Treaty with the United States. If we had been obliged at any time after the conclusion of the Halifax Fisheries commission, to enter into a re-consideration of that question, I doubt if we could have presented so strong a case as we can now. Those who have paid attention to the fisheries know that it is necessary to have access to both fishing grounds, particularly to those of the Grand Gulf of St. Lawrence. After the arbitration, while the fish were scarce in the Gulf of St. Lawrence, they were found in great abundance on the coasts of the United States; but last year it was the reverse, showing how little man knows about the habits of the fish. While there was great abundance of fish on our coasts there was not enough on the coast of the United States to supply the markets of the cities on the Atlantic sea-board; therefore I say that when the question comes up again, the British Government will be able to bring such proof before the gentlemen appointed to deal with it as will convince them that it is necessary for the fishermen of this continent to have access to both fishing grounds.

I am sure it must be very gratifying to find that during the past year so many people have been induced to make Canada their home. For a lengthened period an emigrant leaving the old world, particularly the British islands and Germany, looked to the United States as the land of promise. Canada had no attraction for them. We find that all that is now changed, and that the people of the old country are looking to Canada as a desirable place in which to make their homes. They find in the Dominion free lands, free schools, and free institutions; they find a prosperous country, offering every inducement to the industrious immigrant. I cannot say, as the hon. gentleman from Halifax did, that the emigrants coming to us are not as good as the people born in this country. I believe very differently. Those who have been accustomed to live on small incomes, and to work for small wages, will certainly do a great deal towards developing the industries of this country. It is unquestionable that the foreign element built the railways of the United States, and, as I learn from the contractors for the Canadian Pacific Railway, they are also building ours; therefore we should welcome them to our shores, and it is with great pleasure I learn that the immigration into this country has been so much increased during the present year.

The 6th paragraph refers to British Columbia. It was with a feeling of gratification that I read the report placed on our table by the experienced leader of the House. From the time that British Columbia entered into the Confederation, she has had grave cause of complaint, and from time to time negotiations have been going on respecting terms of union. A certain gentleman who does not now hold a seat in either branch of Parliament, was sent by the Provincial Government to

England to ask the Imperial Government to use their influence with the Government of Canada to have the terms of union carried out. We remember also the result of the Edgar mission: the Esquimault and Nanaimo Railway Bill was introduced in the Lower House, was passed there and came to this Chamber, but was rejected here. We know that bad faith has been kept with British Columbia; and recognising the care and prudence which I should exercise as a member of this house, I cannot help saying that in the present condition of our country we cannot afford to trifle with any portion of our people with regard to the plighted troth of the Government. Every man in this country, no matter from what province he comes, is obliged to carry out the arrangement made by the Government of Canada with any member of the confederation, and for that reason I voted for the Esquimault and Nanaimo Railway Bill. Since the defeat of that measure, negotiations have been going on, and we find that at last a solution of those difficulties has been reached.

My hon. friend who preceded me stated that those arrangements are not satisfactory to the people of this Province, but he must remember that it is almost impossible to settle difficulties between nations or companies in a manner that will be satisfactory to every one. It is gratifying to find that this arrangement will terminate all difficulties between the two Governments. It must be a pleasing thing for the Minister of Justice himself, and for the whole of us, to know that now within the borders of the Dominion no complaints come from any of the Local Governments; that they are all settled with at last. That, I think, is an answer at all events to any dissatisfaction there may be amongst a portion of the people in British Columbia.

The 9th paragraph refers to a subject on which I cannot support the Government. A similar bill was introduced in 1874. No doubt it is desirable that the franchise should be uniform throughout the Dominion; still I must say that manhood suffrage never worked badly in Prince Edward Island. Under that suffrage the Island has obtained most of the great reforms that have been passed by its Legislature, and I do not think that any Government that will do away with manhood suffrage will receive the support of the people of that Province. I do not know that I need say more on this subject than I said in 1874:

> This Bill would rob a third of the electors of Prince Edward Island of their votes. They had had universal suffrage in Prince Edward Island for 20 years; and it had given so much satisfaction that if a man got upon the platform there and advocated a retrograde movement to a property qualification for electors, he would not get 20 voters in the Province.

When that Bill was sent up to us from the House of Commons, I expressed the same opinion that I express now, and I told the members from the Island in the other House who voted in favor of it, that when an opportunity was psesented to the electors of Prince Edward Island, they would resent the course their representatives had pursued. At the very next election, five out of six members who had voted for the Bill were defeated. I do hope that I shall not be obliged to vote against this measure, and that the views so decidedly expressed by the people of Prince Edward Island, will be considered when the Bill comes up from the House of Commons. I trust that, when the measure is introduced the franchise of Prince Edward Island will be left exactly as it is at present. It is a Province that does not interfere with any of its neighbors, and I feel quite satisfied that the views which I expressed in 1874 are those which prevail among the people there to-day.

I come to the 12th paragraph—that which has reference to the Canadian Pacific Railway, and I may say it was with no small pride, as a member of this House, that I voted for the resolution introduced by the Government on this subject. At that time there was much doubt as to whether a country having only 4,000,000 of people could successfully undertake and complete a railway to the North-West. I say it is an unwritten page in the history of any 4,000,000 of people to have successfully equipped and built a railway through so vast a country. We in America are used to large figures—large rivers and acreages—but 250,000,000 of acres of land was such a gigantic quantity, that we were told it was fit for nothing but to be the home of the buffalo, the beaver and other wild animals. It must therefore be a great pleasure to all those hon. gentlemen, who,

like myself, fought at that time to open up that country, to be able, as we are now, in the words of the paragraph, to say that " 1,738 miles are now constructed rendering practicable the completion of that great work within the next two years." Yet, while that has been done, the industries of this country have not been injured, nor have our revenues been strained in any way; no other portion of public expenditure in the other and older provinces has been lessened or affected in any way, —neither our railways, canals, nor other public works have suffered from this great enterprise. Therefore, it is with pride and pleasure I see that paragraph in the Address. We were told the other day that it would be better to have completed the railway as the revenue of the country would permit. I say we have done so. Then again it was said it would have been better to have neglected the road around Lake Superior and have trusted to the water stretches to Port Arthur. Why, it is a question that does not admit of doubt at present, with the statistics we have before us, that not only will the Pacific Railway be taxed to its utmost extent to carry the products of the North-West away from that country, but that all the water stretches that could possibly be used will, in addition to such railway transportation, be required for the efficient transportation of such produce, as soon as that country becomes peopled,—a process which is now going on very fast. So that it would have been a most unfortunate policy if the Government had left that portion of the Pacific Railway uncompleted; it would not have been in accordance with the noble purpose—for I can use no other terms—of grappling with this great question. It would have marred the whole undertaking, and so far from demanding the respect and support which they have received in connection with this matter, if the Government had pursued the policy to which I have referred, their action would have been everywhere denounced, and their sin would be regarded, not as one of omission, but of commission.

The 13th paragraph relates to the paying condition of the Intercolonial Railway, and in this connection I cannot help recalling the occasion—in 1874 I think it was—when the hon. gentleman from Woodstock (Mr. Alexander) moved a resolution inviting the House to consider the necessity of selling the road, and many public men at that time thought it would be better to get rid of it. Now, however, we find it is a source of revenue to the country, and I contend it is only another proof of the increased and increasing prosperity of the country. I congratulate the Government upon the fact that they are in a condition to place upon the table of this House such an answer to the Address as we are now considering, and I only regret that the misfortunes of the last two or three days have robbed us of one of the gentlemen who was here at the inauguration of the gigantic schemes for opening the North-West, and building the Canadian Pacific Railway. It must be however a matter of pride to those hon. gentlemen who have just now come to the Senate, that they will be able to assist the country in seeing this great and noble work perfected.

HON. MR. KAULBACH—I do not intend to take up much time, nor is it my purpose to go *seriatim* into the various paragraphs of the Address, as has been done by my hon. friend who has just sat down. That hon. gentleman had a great deal to say, and more especially with regard to the fisheries. I may say I have followed with great interest and satisfaction the efforts made by this country to secure a proper exhibit at the International Exhibition in London. It is a matter for regret, perhaps, that so short a time was afforded in which to make the necessary preparations, yet, while many things might have been better represented, I am proud to know that, on the whole, we have come out of the Exhibition bearing so many pledges and marks of the interest taken in the fisheries and their wealth. It also is gratifying to find that His Royal Highness the Prince of Wales, in his speech at the close of the Exhibition, spoke in such high terms of the fisheries of this Dominion, and I note with interest that he expressed a hope that an organization might be formed which would provide for the mutual improvement of the fisheries, by applying science to that important industry. For my own part I believe it is an industry which requires, as much as any other in the country, the application of science

in order to its proper sustenance and development. True, it is sometimes a very profitable business, but at the best it is most precarious, and great loss of life, as well as property, has often to be chronicled. I come from a fish producing country, one which stands perhaps the highest in the Dominion, in this respect, when its population is considered, and I am pleased to endorse all that my hon. friend has said as to the necessity which exists for the establishing of harbors of refuge along the north shore of Prince Edward Island. Such harbors would often prevent sad loss of life, and I think I may truly say that the want of such harbors has caused, during the last year, the sacrificing of some half-dozen lives of persons known to me personally, who were lost in the fisheries on that shore. Such calamities frequently happen and they are incidental to the prosecution of our fisheries, and they occur most frequently in those localities near the shore, where the fish are chiefly to be found. One hon. gentleman said something about a reciprocity treaty, and I may remark that I am pleased the Dominion Government have said nothing about it in the Speech from the Throne, and I believe any step in that direction should emanate from the United States. My opinion is that in consequence of the abrogation by the United States of the reciprocity treaty, this country is developing itself, and that many industries which otherwise would not have existed, are now being prosecuted. We now feel a certain confidence in ourselves and know that we can exist without reciprocal trade with the United States. But while we have taken no steps in this matter, I understand that many in the United States already see the advantage of further reciprocal trade with us; their eyes are open to the necessity of giving them markets for their coal in the west. Therefore I contend that any suggestion in the direction of reciprocity should come from the United States; such a treaty would beneficially affect our coal, lumber, wood, and the products of our mines, and I believe our Government would feel disposed to give favorable consideration to the suggestion, if it were made. I will now say a few words with regard to the apology of the hon. Senator from Halifax for the policy pursued by the Government of Nova Scotia in reference to the Eastern Extension Railway; and I do not wonder that he found it necessary to offer an apology for such an extraordinary and abject surrender of valuable property. The hon. gentleman, however, endeavored to find a reason for it, in what he styled the "outrageous demands made by the Dominion Government, or the Minister of Railways." It appears to me that such a view cannot be fairly taken; the Local Government have certainly surrendered a valuable possession, the revenue from which they estimated equal to $120,000 a year—taking the Pictou branch and Eastern Extension together. In their time of necessity, some years ago, the Nova Scotia Government, when struggling for life, pledged themselves to build a railway extending through the island of Cape Breton. We now see them throwing over the island of Cape Breton with no pledge at all being exacted from the Dominion Government to extend that railway through the island; but I deny that the hon. gentleman from Halifax has any right to say that the Dominion Government, or the Minister of Railways, demanded anything outrageous of the Local Government. I was opposed to the Pictou branch being handed over to the Eastern Extension to aid in the building of a road to the Straits of Canso, but it was the understanding then that a proper tariff would be made over it, and that it should be properly equipped. The Dominion Government asked no more than the terms of the contract; they required no more from the Local Government than the contract called for, that is to say a road properly equipped, extending to the Straits of Canso, with a proper tariff; a tariff no more—if I understand it aright—than that at present existing on the Pictou branch.

HON. MR. POWER—That is what I said.

HON. MR. KAULBACH—A proper tariff would bring in $50,000 or $60,000 profit every year.

HON. MR. POWER—No, it would not.

HON. MR. KAULBACH—The hon. gentleman from Halifax sometimes gets

behind the veil, and obtains possession of the secrets both of the Government and of the Opposition, but I still maintain that I am very near the mark when I place the profits at $60,000, and I repeat it is extraordinary that the Local Government should have so abjectly surrendered all their rights, and disregarded their pledges to Cape Breton, for the paltry sum of $1,200,000. This is a purely local matter and I would not have referred to it were it not that my hon. friend from Halifax thought well to offer this lame apology for the Local Government. As regards the prosperity of the country, it must be manifest to every one. In all directions trade and commerce are flourishing and money is plentiful; we find it is so among all classes of the people—mechanics, artisans and day laborers, at least so far as Nova Scotia is concerned, as my hon. friend from Halifax must know. The people now are far better off than before, the necessaries of life are cheaper, and a dollar will purchase more at present than it did ten years ago. I must say, however, what I believe, that this happy condition of things would not have been reached, to the extent it has, but for our tariff. Six years ago we had not a mile of railway in operation in the North-West, but at present we have about two-thirds of the Canadian Pacific Railway equipped, and carrying traffic through that region. Ten years ago Winnipeg was a town of about 5,000 people, while to-day the population numbers over 30,000; in fact wherever we turn there is evidence of the growth of the country. I do not believe in those dismal prophecies about bad times, in which some hon. gentlemen like to indulge, for I am one of those patriotic and prosperity-loving people who have faith in the resources of our country, and I cannot help thinking if that sanguine feeling were more generally manifested by gentlemen on both sides of politics it would greatly tend to the further development of our industries and the welfare of the Dominion.

HON. MR. HAYTHORNE—I wish to make a few remarks upon this Address before it passes in this House. Those who have preceded me in this debate have entered very largely into the late appoint- of the Governor General now prisiding over the Dominion. The view I take of that is that our system by which, from time to time, the head of our Government is changed is a very desirable one. We see quite a different state of things among our neighbors over the border. There, generally, when the period arrives that the head of the Government is to be changed we find the whole country thrown into a state of excitement, and no little confusion, upon the subject; and after all when the point is settled the community at large is very far from being unanimous as to the choice of a President. In fact, where one or two persons may be satisfied with the condition of affairs as many more are discontented. With us it is quite different. We expressed very sincere regret when the Imperial Viceroy and his royal lady left our shores, but we are quite ready to welcome with open hearts and hands his successor in the high position which has just been vacated. It is, I think, one feature of our constitution upon which we have every reason to congratulate ourselves.

I note that in the 2nd paragraph of the Address reference is made to the fact that the harvest of Canada has been somewhat deficient, and that some symptoms of overtrading are apparent. I should gather from the tone of that paragraph that the ideas of the Government as to the sources from which national prosperity is derived are very much at variance with those which we of the Opposition hold on that question. Of course we give them credit for good intentions, and we, likewise may expect the same for ourselves. I contend that the comparatively small diminution in the cereal harvest of Canada may lead to very serious commercial embarassments, because the surplus of grain—wheat for example—which feeds the population of Ontario, does not leave a very large margin for export afterwards. If we put foreign grain out of the question, the total product of a good harvest with us does not much more than feed our own population, and, therefore, a serious falling off in that branch of commerce must be anticipated for that year. Whether it is a wise thing that a Province should depend exclusively upon grain of its own growth for its food I will not enter into largely at present. My opinion is that the most profitable grain for Canada to grow is bar-

ley, for which so large a market, under happier circumstances, would be offered in the United States, trusting to the prairies and the country away westward, where wheat is almost a plant natural to the soil, for the supplying of our people with bread. Over-trading, which has been spoken of in this paragraph, is, I think, very much what has been anticipated by gentlemen holding similar opinions to those which I have formed. Whenever you undertake to interfere with the industries of the country, and to direct them to some channel which is not natural to its people or climate, such results as are referred to in the paragraph in the Speech are likely to happen. The hon. gentleman from Alberta, in the elaborate speech with which he favored this House, entered very largely into the subject and he pointed out the fact that in adopting the National Policy we have followed the example of our neighbors over the border; but he did not tell us that the circumstances of this Dominion and those of the United States were not similar, though to make the parallel complete we should have had a war and a rebellion in Canada, incurred an enormous debt, and set afloat a vast amount of inconvertible papers. Had we done so, we might, so far, have adopted a parallel between the United States and Canada, with some success. But to contend that a policy, because it has been successful in the United States, must necessarily be successful in Canada, is in fact a very great error. We have neither the resources, population nor raw material possessed by the United States, and consequently to adopt a policy which may, or may not, have been successful there, is, I think, a very rash and unguarded experiment. To my mind, and I think the facts will bear me out the success of what we call in Canada the "National Policy," but which is understood in the United States, under the term "Protection," has not been so great as is generally supposed. It must be remembered that the normal state of such a region as the United States, and of such a colony as Canada, is, or ought to be one of progress and prosperity, and times of difficulty or hardship, in such countries, ought to be rare and almost unknown. It is quite true that Providence sometimes inflicts a scarcity even upon such countries, and that the crops are injured by causes which no human foresight or prudence could guard against. It may be that an early frost diminishes our products, or that the grasshopper or some other insect destroys the crops, and these occurrences are known to be unavoidable; but for all that the natural and ordinary state of things in such countries as Canada and the United States ought to be one of very general progress and contentment, and if other conditions prevail they must, I think, very often be traceable to mistaken interference and incompetent legislation—legislation not suited to the times, but calculated to further the interests of certain classes of society, and of them alone. It can be stated upon the authority of one intelligent British traveller, and of not a few Americans of first rate mark, that the growth of Free Trade principles in the United States, is very great indeed at present.

It is stated by Mr. David Wells that, among the colleges in the United States in which there exists a chair of Political Economy, you can find only a limited number—I think he said two—in which the professor of political economy is not a free-trader. The same observation has been made by a most intelligent Scotch traveller, a late chairman of committees in the House of Commons, who visited the United States with the view of collecting information, and with the object of satisfying his mind upon some points of political economy which were somewhat obscure to Englishmen and Scotchmen. He came to the United States well introduced and with every opportunity of satisfying himself upon this point, and his evidence in regard to the education of the rising generation in that country, is precisely the same as that of Mr. Wells—that you can scarcely find in the United States a College Professor of political economy, who is not a free-trader. So I think, hon. gentlemen, that we have a fair prospect of seeing that great Chinese wall which has been erected away to the South of us, have several tiers of its topmost stones taken off, before some of us are many years older. At this stage of the debate I do not feel inclined to go at length into this subject, but I must say that I think the prosperity that has been predicted as the result of the National Policy, can be traced

to other and more natural causes. We have had much success and a profitable trade up to the past year; we have enjoyed good harvests and exported cattle largely to the English markets, while our lumber and minerals have also found good markets. From these sources we were able to pile up a very large amount of export trade, while our prosperity has also been enhanced by the establishment of factories of different descriptions throughout the country, necessitating the expenditure of large amounts of capital for building and equipping them with machinery. Thus the prosperity of the country was no doubt increased, but such prosperity could perhaps scarcely be termed real, inasmuch as it did not arise from the labor of the people, but from fixed capital which had been drawn from other sources. The use of such capital in payment for building, labor and materials, had an effect in producing a fictitious and temporary prosperity. But when those factories come to be set in operation, and their products are offered for sale in this Dominion, to a greater extent than our markets can absorb, we hear of precisely the same results in Canada as we observed a few years ago in the United States. Then every Canadian was exclaiming against the slaughtering of American goods over the Canadian border. And what was that slaughtering process? Was it anything more or less than selling bankrupt stocks for what they would realise? When those goods were produced in greater quantities than their markets could absorb, parties were obliged to realise, and a downfall in price necessarily ensued, and that is the result which we must anticipate in Canada when we undertake to employ a much larger portion of our capital in manufacturing industries, than the country can absorb. I therefore do not congratulate myself so very warmly as some hon. gentlemen have done, upon the prosperity arising from such causes. Had those manufacturers sprung up under a revenue tariff, I think we might fairly have claimed that any prosperity arising in consequence was a natural and true prosperity, but when we see it the result of prices made artificially, then I think it would be better, perhaps, to reserve our congratulations, at all events, until we see the results.

Reference is made in a subsequent paragraph to the Fisheries Exhibition in London, and I think we have, on the whole, cause to congratulate ourselves upon the result of that exhibition. But what I think we have to guard against to a great extent, in regard to our fisheries, is that we do not expend that great source of profit which nature has placed at our disposal in the waters, as a similar source of profit has been placed in our possession in our forests and in the fertility of our soil. It must not be lost sight of that, if we draw upon these resources without taking any pains to maintain and renew them, we are doing an unwise thing; we would be very nearly fulfilling the old adage of "killing the goose which laid the golden egg." I do hope that one of the results of the exhibition in London has been that our Minister has obtained a large amount of information bearing upon those imperfectly known subjects pertaining to the preservation of fish. I fear myself that we have been acting rather in the dark upon this point, aud that the fish of the present day—notwithstanding the great encomiums that hon. gentlemen have passed upon that industry—are scarcely as large and various as they were, say half a century ago; but it is quite possible that this may be produced by our imperfect knowledge of their habits and breeding seasons. I therefore hope that the information gained by our Minister at the London Exhibition may be of such a character as will bear upon these subjects. I have no doubt whatever that many of the effete sources of profit from the fisheries might, to a great extent, be restored by judicious management; and I believe that in few places is it more applicable than to Prince Edward Island, where we are surrounded by some of the finest oyster beds in the world. As the habits of oysters are now well understood, it is to be hoped that the Minister's experience in London will bear fruit in re-establishing many of the dying-out fisheries, and preserving those that remain to us. If the Exhibition should have that effect, I think we shall have very good ground indeed for congratulation. I would refer to some remarks made by my hon. friend with reference to the projected scheme for representation of the people. I had not very long taken my seat

in this House when a measure of this kind was brought before Parliament, and the change which that measure would have made in our electoral law was at once taken exception to by, I believe, every Senator connected with Prince Edward Island at that time, notably by an honorable gentleman who at the present time occupies the position of Governor of Prince Edward Island. Acting with my hon. friends opposite, I took part in opposing that measure, although it was introduced by my political friends, and I had the great satisfaction of knowing that the course I had adopted was satisfactory to the people of my Province, and it was also a satisfactory thing that this House on that occasion performed its proper role under the constitution. The Senate interposed between the other branch of the legislature, and a measure which, had it become law, would have been odious at all events in Prince Edward Island, was opposed, and the amendment moved by this body to the electoral franchise, so far as it related to Prince Edward Island, was at once adopted in the other House, and the difficulty was thus solved.

The principle upon which that measure is based is one which naturally will lead to such difficulties, because its principle so far as I recollect, is that uniformity in the franchise should be established, a thing which is not desirable under the circumstances. The difference in the institutions and in the populations of the several provinces is such that it seems to me a certain thing that each province should adopt its franchise to its own particular views and circumstances. What may be satisfactory in one province may be altogether impracticable and unsatisfactory in another. Thus, I suppose, it happens that manhood suffrage which has been found to answer so well in Prince Edward Island where the population is to a very large extent a rural one, might not be so successful where there are large cities and large numbers of immigrants arriving who, perhaps, are still ignorant of our ways and not in a position to exercise the franchise in the Domlnion until they have lived, at all events for some time, amongst us, and have obtained property. For these reasons I objected to the former Franchise Bill, and I cannot accept this one as it stands at present.

As to the paragaph which refers to the Canadian Pacific Railway, I must say that I shall see it adopted with very great regret indeed. There has been much congratulation over it at different times during the progress of this work, at the rapid advance which has been made, and the great success of the plan adopted by Parliament for the completion of the road. Now we suddenly find the tables turned, and this powerful and wealthy syndicate coming to Parliament for an alteration of the terms. I must say that I feel great regret that such should be the case, and I think if there is any advantage to come out of such a state of things it may be this, that Parliament may take advantage of this occasion to undo some of the mischief which was done on a former occasion, and insist upon some concession from the Company in return for any that may be now granted. Until we are acquainted with all the circumstances it is perhaps, unnecessary and unwise to speculate upon it, but I think the Government ought not to let such an opportunity pass as the reconsidering of the terms will afford. We may observe that in the United States at the late Congress, the President called attention to the subject of legislation controlling railway companies, and it has been found in that great country that evils arising from the establishment of railway companies with great privileges and immense wealth are such that only the paramount power of Congress is adequate to deal with it. I remember to have stated my impression at the time that the Bill was before the Senate, that sooner or later the same thing would have to be done in Canada, and, if an opportunity occurs soon, so much the better. I am sorry to have detained the House longer than I anticipated, and to have spoken, I fear, disconnectedly, which arises from the fact that I have not been able to give my attention to the subject, because of temporary illness, since my arrival in Ottawa.

HON. SIR ALEX. CAMPBELL.—I think perhaps it is to be regretted that we are departing, session after session, from the Parliamentary rule which, on occasions of this kind in the past has been to confine

the discussion to the mover and seconder of the address, the leader of the Opposition and the gentlemen representing the Gov ernment in this House. It is, I think, a more convenient mode of discussing and replying to the Address from the Throne than the manner which has been adopted on this and previous occasions in this House. But, of course, it is a matter in the discretion of hon. gentlemen, and it only rests with me, as the leader of the Government in this House, to bow to the course which hon. gentlemen see fit to pursue.

I was glad to listen to the remarks made by my hon. friend the leader of the Opposition—the generous remarks—with reference to the gentleman who has been selected by the Government to fill the distinguished position of Speaker of this House, and I will only add to those remarks the expression of my own conviction that when that hon. gentleman shall have descended from the Throne, those of us who may then be alive, and who will have his career to consider, will find a record of great ability and undoubted impartiality in the discharge of the high duties which he will have performed amongst us.

I join also with my hon. friend in the congratulations which he extended to the mover and seconder of the Address. The hon. gentleman who did the Government the honor of moving the Address, has long occupied a distinguished position in Lower Canada, and from him we expected—what the House undoubtedly heard—a very able and eloquent address.

I have no doubt that we shall derive great advantage from the assistance which that hon. gentleman will be able to bring to the debates of this House. I only wish, with my hon. friend from Halifax, that there had been additions to the Senate from the same profession to which my hon. friend belongs, and to which I have the honor to belong, and which is often spoken of disparagingly, if not exactly with ridicule or contumely, but which, nevertheless, as a profession, is one of great usefulness, and one whose members bring to the deliberations of Parliament in this House and in the other branch of the Legislature, knowledge which is not common to the general run of those who occupy seats in Parliament and the possession of which is undoubtedly a great advantage to the persons who bring it to bear upon the debates, and also, I may venture to say, a great advantage to the debates themselves and to the deliberations and conclusions of Parliament. I do not propose to go through the discussion which has taken place, but there are some statements which have been made, and which I think it is desirable to correct —some statements which have fallen from the hon. leader of the Opposition, which I am sure are not such as he would desire to make but which are incorrect and deserve notice and correction at my hands. The hon. gentleman is unwilling to allow to the Government any credit for the prosperity which the country, he admits, has enjoyed for the last three or four years. I will not enter into that discussion which is so dear to political economists that they never will allow the slightest opportunity to pass without entering into it, as it seems to them to present attractions which they cannot resist. I will not enter into that discussion. I do not propose to stop to consider whether the prosperity which the country has enjoyed is to be attributed wholly to the causes to which the hon. gentleman has referred, or whether it is not to be attributed partly to those causes, and partly also to the efforts the Government have used to take advantage of those causes. I have no doubt that that is the true theory, and that it is the conviction which has taken the mind of the country, and I would just point that out to my hon. friend. Whether he is right or wrong it is certainly clear that the country, by its voice and by the representation which it has sent to the other branch of the Legislature, has said in the most marked manner possible that the people believe that the Government is entitled to some credit for the course which they have pursued—and which the Government of the hon. gentleman opposite neglected to pursue—a course which, at all events, has helped to some extent to restore prosperity to the country. That is the settled conviction of the people, and it has been demonstrated by the returns to the other branch of Parliament.

Now, I leave that and proceed to some other corrections which I desire to make. The hon. gentleman speaking of the prosperity of the country, referred to the increased traffic enjoyed by the Intercolonial

Railway, as shown by the returns from that road; "but," he said, "that is simply stating the fact that the Intercolonial Railway has shared in the general prosperity of the country." I rejoice to believe that it has, and let us see in this respect if the Government has not added something, done something towards taking advantage of that prosperity, making the most of it, and whether it is not entitled to some credit for what it has done in that direction. The hon. gentleman will not surely say that the expense of management of the Intercolonial Railway is part of the results of the general prosperity of the country, and if there has been a diminution of the actual expenses of management that, certainly, is not to be laid to the credit of the general prosperity of the country. That surely is a point for which the Government may take credit, and upon which we may pride ourselves, and in that respect we are not "flies upon the wheel,' which the hon. gentleman speaks of, a term which was used originally, I believe, to describe, in their later years, the course taken by the Government of which the hon. gentleman was a member. Now, the returns for the Intercolonial Railway show very clearly that the expenses of management diminished very much under the present Government, and from the time that we took office there has been increased prosperity, and we did our part towards taking advantage of it. I will take the expense of management on the Intercolonial Railway from the time it began to operate over 714 miles, and will just read them to the House, from which it will be seen that from the date we took possession of this property and had control of it, the expenses of management were very much diminished. The gross losses on the operation of the road (I will omit the hundreds) were as follows, viz:—

In 1876	$507,000
1877	432,000
1878-9	716,000

while in 1879-80, the first year during which this Government had the complete management of the road, during the whole year, the loss was reduced to $97,131, so that as between the two last years there was no less a gain than $542,000. The next year, 1880-81, the figures stand at $9,605 profit, while for the last year, 1881-82, the amount is $10,547. So that the hon. gentleman can hardly deny to the Government credit for good management in this direction. I have also a statement shewing the working expenses per mile of road per year; they are, for the same years,—90 cts, 83 cts, 95 cts, 63 cts, 62 cts, 64 cts, and 65 cts.

HON. MR. SCOTT—Some of the items may be charged to capital account one year, and to running expenses another year; that is one way in which I can understand it.

HON. SIR ALEX. CAMPBELL—The hon. gentleman is ingenious in making that suggestion, but I apprehend it is an unfair one, because the accounts have been kept in the same Department and by the same persons, and so are probably made out upon the same rule. The working expenses are given in the way that I have mentioned, per mile for train run, so there is not much room for error.

HON. MR. SCOTT—And run by the same officers, I suppose?

HON. SIR ALEX. CAMPBELL—Yes, but by a much diminished staff, and at diminished expense. The stock and road has nevertheless not been allowed to run down, but on the contrary the property is as good to-day as it ever was; in fact I am told it has improved, and that the track, locomotives, passenger cars, and all the paraphernalia that go to make up material for running the road, are quite as good now as they were at any time during the three years that the hon. gentleman was in office.

HON. MR. POWER—If the hon. gentleman will allow me, I think I can explain that—

HON. MR. ALMON—Order, order.

HON. MR. POWER—I did not ask my hon. colleague if he would allow me to explain,—I asked the leader of the Government—

HON. MR. ALMON—The hon. member for Halifax has already spoken very

fully on this question, and he should now let the leader of the Government finish.

HON. SIR ALEX. CAMPBELL—Now, the hon. gentleman also threw great doubt upon the returns which were made with reference to immigration to this country, and seemed to doubt whether the congratulations which are in the Address were just and proper. I may say that this information is taken from the ordinary agents employed by the Government, and the statements are made up just in the same way as they were prepared by the hon. gentleman when he was in the Government—when he was acting Minister of Agriculture, and when he defended, from the place which I now occupy, the very same returns, made by the very same persons. These returns show that in 1878 there were 29,000 immigrants; in 1881, 47,000; in 1882, 112,000, and in 1883, 133,000—showing a gratifying increase,—not so large certainly as one would desire, but still a very satisfactory showing, and one which, I think, will justify the paragraph to which I have referred. But the hon. gentleman says there was an equally large exodus, or a very great exodus, and he stated that a certain return or despatch made by the British Minister at Washington shewed clearly that the exodus was as great as the newspapers in the interest of the Opposition in this country have reported it to be. Now, I have taken some pains to inquire into that, and the House will be surprised, and my hon. friend and other members will be glad to know, that this is not an official return in any sense.

HON. MR. SCOTT—I said at the time I had not the figures.

HON. SIR ALEX. CAMPBELL—The hon. gentleman thought it was an official return, or those who listened to him were led to believe it was; but it was not a compilation made up in the embassy at Washington by the Minister there for which he is responsible at all. It is merely a despatch based on statements appearing in American newspapers. I have the evidence in my hands, that the British Minister at Washington finding those statements in the American newspapers writes to the foreign office, saying that so and so is the case. All he means by that is "I have seen the statement in the papers that I send you, by which statement it appears that the immigration into the United States from foreign countries was so and so," but there is no official statement, nothing to indicate that the British Minister at Washington has adopted that statement in any way whatever. I am sure my hon. friend and the House will be glad to know that, because repeated misrepresentations have been made on that point from time to time, and it is a subject in which one feels very interested. I should be very much distressed indeed if I thought the information was true, but I believe it to be incorrect. The great bulk of those who cross into the United States are merely going through that country to the North-West.

Another statement which I desire to speak about, is one which was made, I really do not know whether by the hon. member who leads the Opposition, or the hon. gentleman from Halifax—perhaps by both. It was a statement throwing more or less obloquy (that is a rather stronger expression than I desire to use) on the course that has been pursued in the Consolidation of the Statutes, and the loss of two years time and the expenditure during that period without much appreciable result. Now, during those two years the Consolidation of the Statutes was entrusted to a late friend of my own and of the hon. gentleman's, Mr. Cockburn, and I should be much pained indeed to see any statement go forth calculated to cast any reflection upon the course pursued by that gentleman during his life, with reference to this work, in which he took a deep interest. During those two years the expenditure consisted merely of the salary paid to Mr. Cockburn, $4,000, and the salary paid to his assistant, Mr. Ferguson, $1,000.

HON. MR. POWER—A year?

HON. SIR ALEX. CAMPBELL—Yes. The work they were engaged in was the preparation of a digest of the various acts passed, not only by the Dominion Parliament, but by the legislatures of the several provinces before confederation on subjects which have fallen within the scope of the legislative authority of this Parliament. To show the extent of that work, I have

brought with me printed copies of the results of their labors which have been laid before the Commissioners. I have seen from time to time the works themselves of which these printed papers are the outlines. They embrace twelve large octavo volumes of manuscript. They contain in the first place a chronological list of all the acts passed prior to confederation by the various Provinces now forming the Dominion of Canada, and by the Dominion Parliament. There are 128 pages in this book, and the House will judge of the labor bestowed upon it when they know that each statute passed by the Dominion Parliament from confederation is contained in this table, and then is added to that the acts passed at each session by the several Provinces of the Dominion. It is a complete list of all the acts passed by this Parliament, by the Parliament of Canada before confederation, and by the Parliaments of the other Provinces. Each session is gone through from beginning to end, commencing with the first chapter and ending with the last, with notes referring to any subsequent legislation that has taken place on the same subject, and notes also showing the Provinces to which it applies.

HON. MR. POWER—That begins only at the time of the last consolidation.

HON. SIR ALEX. CAMPBELL—It began in 1858. They also prepared an analytical digest containing a list of unrepealed acts of this Parliament, and of the acts of the Parliament of old Canada, Nova Scotia, New Brunswick and Prince Edward Island. The value of this little digest to the present Commissioners was very great indeed, and they, I am sure, will be the first to acknowledge their indebtedness to Mr. Cockburn for having prepared it so carefully and correctly. In the digest the various subjects in the chronological list are classified under different heads, as for instance, under "Administration of Justice," courts, procedure, evidence of witnesses, &c. Take any one of those at hap-hazard and you will see the labor that was given to it. These two books, one of 128 pages, and the other of 28 pages, involved an amount of work on the part of Mr. Cockburn and Mr. Ferguson which, I am quite sure, my hon. friends will be glad to acknowledge.

HON. MR. SCOTT—Hear, hear!

HON. SIR ALEX. CAMPBELL—One of my hon. friends, I do not know which of them it was, wondered why we should hasten the construction of the Canadian Pacific Railway and asked "why not go more leisurely? Why the necessity of this additional expenditure to obtain this rapid construction?" Well, one can only say that there is an object in the construction of the Canadian Pacific Railway. That object is to promote the prosperity of this country, and increase its population. Does it not follow that the sooner we arrive at that end the better? That is the general reason why it is desirable to proceed rapidly with the construction of the Canadian Pacific Railway. But there is also the financial reason. The sooner that road is constructed and a revenue is derived from it the better will it be for the Company and the country, and therefore there is an advantage in constructing it with as reasonable rapidity as we can throw into it.

One of my hon. friends—I think it was the hon. member for Ottawa—alluded to the $150,000 which the Government gave to be distributed among the fishermen, and thought it would have been better to have given them assistance by way of remission of duty. That point was considered, but it was very difficult to give them that relief in any way. By a direct vote they could be aided without interfering with other classes in a way that was not desirable. They suffered particularly by the Treaty of Washington. They had, for years, enjoyed the exclusive right of fishing within the three mile limit, and that exclusive right was taken from them by the Treaty. It was unfair, therefore, to consider what should be done for them to compensate for the loss they had sustained, and it was considered best to give them $150,000. It was thought also, that, by giving them this encouragement, we could keep them at home, and lead them to build such vessels as sail from United States ports, and especially from Gloucester, and which induce many of our own people, from Nova Scotia particularly, to sail under the American flag. It was thought by this encouragement we could, to some extent, prevent that.

HON. MR. KAULBACH—That is a fact.

HON. SIR ALEX. CAMPBELL—That is the reason given in Parliament by the Minister of Fisheries and the Minister of Railways and Canals, when the money was voted. Then the hon. gentleman criticises an omission from the Speech. He thought that something should be said about the notice which has been given for the termination of the Washington Treaty. It so happens that the official notification for the termination of the treaty only reached this Government to-day. If I had spoken yesterday I should have said that we had not received notice.

HON. MR. SCOTT—Have you the date of the notice?

HON. SIR ALEX. CAMPBELL—I have the date of the Foreign Office, it is dated the 19th December.

HON. MR. SCOTT—What is the date of the notice?

HON. SIR ALEX. CAMPBELL—Last August, but they did not communicate it to the Imperial Government until November, and the Imperial Government communicated it to us in December. The despatch has been received to-day, so at all events no time has been lost by us. It was impossible for us to inform the House of our conclusion on a subject of which we had no official notice.

I do not know whether my hon. friend was correct in supposing that the portion of the treaty relating to the bounding system goes with the portion relating to the fisheries.

HON. MR. SCOTT—It was one of the provisions of the Washington Treaty It had been in force before, but it was revived by that Treaty. One will fall with the other.

HON. SIR. ALEX. CAMPBELL—I apprehend that is the case, but I do not know it. At all events, the explanation I have given to the House will satisfy them that we were not guilty of any remissness for the non-mention of that notice in the speech from the Throne.

I do not know that I need detain the House longer. I am very glad to recognize and thank the House on the part of the Government for the manner in which the speech has been received by hon. gentlemen. We believe—though I am sure the hon. gentleman from Ottawa will not acknowledge it—that the Government is being carried on in such a way as to promote the prosperity of the country, and that we are doing all that can be done to maintain that prosperity which he recognizes although he says no part of it is attributable to us.

HON. MR. BELLEROSE—My intention was not to take part in this debate, but I regret that the stand taken by the Hon. Minister of Justice forces me to do so.

HON. SIR ALEX. CAMPBELL—If the hon. member means my failure to reply to the speech of the hon. member from Repentigny, I may say that I did intend to refer to it, but my voice was rapidly failing me. My hon. friend referred to speeches which I made in this House, in which I expressed my regret that the French element was not represented on the Treasury benches here. I can only say that I regret it now, but it is not in my power to prevent it. It rests with the representatives of the Province of Quebec. I can only repeat what I said in former sessions on the subject, and express a hope that a remedy may be found.

HON. MR. BELLEROSE—At each session, in years past I heard complaints from members representing the different Provinces of the Dominion, and I must say that they were always courteously attended to, even when their grievances could not be redressed; but the hon. Minister of Justice has not thought proper to pursue that course on this occasion. True, he has referred to the complaint of the hon. member from Repentigny (Mr. Armand), since I rose to address the House, but he is rather late. I remember many occasions in the past, when votes were needed in either House, how the French members were courted; but it so happens that to-day the circumstances are not pressing. The Government is not in need of votes now, and since the Premier is now working, as best he can, to do without Quebec. He employs all the means he can to secure the Irish vote. If he can win back those who have deserted him, he may do without the Province of Quebec, but if the Irish will look at his

treatment of his French supporters they will see that they will be neglected the moment their services are no longer necessary? One would think that our protest for years past would force the Government to do us justice—that our claims would receive some consideration at their hands, that our constitutional rights would be left to us; but no, Quebec must be crushed and her influence annihalated.

Some two years ago we heard it declared that the true interpretation of the Constitution—was that one French member should have a seat on the Treasury Benches of the Senate. Now, if that is the law of the land, have we not a right to expect that there should be one of us sitting there ready to understand and to answer all those who are not acquainted with the English language, and so give effect to that clause of the Constitution which states that the French language shall be on equal terms with the English in this Chamber? That right was acknowledged 24 months ago, and yet it has not been conceded. I feel that this is a hard case, and I cannot allow it to pass without comment. It is true that His Excellency the Governor-General is reported to have uttered, some few days ago in Toronto, words which would lead us to believe that he himself holds an opinion which is contrary to our contention. But, gentlemen, I must believe that His Excellency never considered our position in this country, or he would never have committed himself to such views. I have too much confidence in the new representative of Her Most Gracious Majesty in this Dominion to think otherwise. The Hon. Minister of Justice has declared, and I have reasons for believing it is so, that he himself would be ready, in the interests of justice, to give us that which we ask, believing, as he has often admitted, that the French minority had a constitutional right to have one of their nationality occupying a seat on the Treasury Benches in this Senate. When I speak on this question, I attack the Government as a Government: I do not attack the Minister of Justice in particular. He of course has a share of the responsibility, but I must give him credit for his willingness to do whatever is right. I must give him credit for the courage, the honesty, he showed in denouncing his own leader (Sir John) when he acknowledges the justice of our claim. Now, gentlemen, has there been an opportunity since 1880 when justice might have been done to us? I say there was when Mr. Mousseau left the Government. Yet it was not done, and why? As I have told you, when Mr. Mousseau entered the Cabinet he was nothing else than a "*locum tenens.*" The situation had been promised to another gentleman who then occupied a high position in the Province of Quebec, and that gentleman is now a member of the Cabinet here. This I predicted, and now it is *un fait accompli.* Who was that gentleman whom Sir John, putting aside the constitutional right of Quebec, took to replace Mr. Mousseau? Mr. Chapleau, the same gentleman who has done so much towards ruining the Province of Quebec, that her best men now refuse to undertake the task of forming a government. Had Mr. Chapleau been actuated by a sense of duty: had he any sense of patriotism in his heart, ought he not to have declined and refused to join this Government until the claims of Quebec were attended to, like the Morins, the Lafontaines and the Cartiers have done in the past? Who does not know all the story of Quebec's shame? Has not the public press made it known to all the world? And yet last year I was almost brutally attacked because I dared to speak honestly of an absent, and, it was alleged, sick and, perhaps, dying man, who, however, was well enough to appear in Parliament a few days afterwards. I was accused of attacking a sick man, of whose death we might hear of at any time. yet, the next day this dying man appeared in Ottawa in good enough health to laugh with his friends at the rumors circulated about him. Who has not been told by the newspapers of the injuries that gentleman inflicted on Quebec? It is well known that that Province is now burdened by a debt of $19,000,000, that it has been looking for money to pay the balance of interest of that debt, which the Federal Subsidy was not sufficient to pay some 12 months ago. The world knows that now since the press has published it abroad. And the man who did all that evil and who knew well he would have been defeated had he gone back to the Local Legislature, resigned in Quebec and was received by Sir John in

his Cabinet and there taken care of by him. Have we not, then, a right to believe that the Prime Minister of Canada did this in order to induce other public men in Lower Canada to betray their Province for the reward which he offered? Was it not an inducement to Quebecers to help him in carrying on the work which he (Sir John) began in 1867, and which he only then failed to carry out because there was a Sir George Cartier in his way? But now that Sir George Cartier has gone, Sir John is working every day to bring about a Legislative Union, and what for? He knows very well that Confederation was given to Canada on account of Quebec, because, but for Confederation, Quebec would have adhered to the old order of things, and as she would have nothing else than Confederation, it was given to her. But how has Sir John been working since Sir George Cartier has gone? Why, in such a way as to centralize everything in the Dominion Government. Private bills are brought here every day, and exception is taken to them because they come properly within the sphere of the Local Legislatures. But the Government will have them passed, and it is the same with public measures. Last year we had the "Deceased Wife's Sister Bill," the "McCarthy Bill," and the "License Bill." A motion was made here that this last measure should not pass, and every good reason was given by the hon. leader of the Opposition for its not becoming law. I myself had a few words to say against it—I said, "the Provincial Legislatures have had the licensing power for 16 years. You are not sure that their laws on this subject are *ultra vires*;—why then pass any legislation in this Parliament until you are sure upon this point." I asked the hon. Minister of Justice whether he could say that we had the right to enact this legislation, or that it was within our jurisdiction, and he answered that he could not say so. If, then, that was the case, if we were not sure that we had the right to legislate on this subject, why could we not allow those who had exercised that right for 16 years to continue to do so for one year longer until a definite decision could be arrived at? But no, hon. gentlemen. As to this Bill, Sir John had a second great reason for pressing it: What was that reason? Oh, Sir John had to carry Ontario! Mr. Mowat had been using this licensing power to maintain his Government in power and Sir John had to take it out of his hands. The Prime Minister of Canada had to use it to carry Ontario whatever might be the consequences. And so the Bill was passed and now there is a decision of the Privy Council not only casting doubt upon the Bill, but making it probable that it was *ultra vires*, and that the Provincial Legislatures in the course they had been pursuing for 16 years were right and that Sir John and Sir George who, at the time of confederation, gave to the Provinces their interpetation of the law, were right then, and that Sir John is now wrong.

Now, is not the Supreme Court of great help in matters of this kind? Happily its decisions are often reversed in England, but it seems as if its judges are ready to go in the direction shown to them by Sir John—that is, to break down the Confederation. If a bill is submitted to them, as has often been done by this House, their action plainly shows that they are ready to help Sir John in his work of centralization. It is not, then, surprising to us to see how fond the present Government are of that tribunal, although, in the opinion of the people at large it ought at once to be dispensed with. I might give many examples showing their readiness to assist in the work of breaking down Confederation in order that legislative union may be accomplished. I hope that the majority of the people may not see the thing in that light. It is not in the interest of any of the Provinces, except perhaps Ontario. But the other and smaller Provinces will be content with no other system than Confederation. If they did accept any other they would soon repent of it. Let them remember well what happened at the Union of Canada; but for the intervention of Providence, and such men as the Baldwins, Lafontaines and Morins, Lower Canada would then have been crushed.

I am happy, I may say, to see the hon. gentleman who so well occupies the Chair of this House holding that position, and I believe that no other gentleman in this Chamber is better fitted to preside over its deliberations, but I say that in the filling of that position a great injustice has been done the French members. It is

against the spirit of the Constitution. Both languages are declared to be on the same footing; consequently the Chair should be occupied alternately by gentlemen of each nationality. Such is the spirit of the Constitution, or I do not understand what it means. The argument may not be so strong, so self-evident as it is in the case of a Minister, but it seems plain that if both languages are to be on the same footing, both being official, the Speakership should be held alternately. And not only so, but there was an arrangement at the time of Confederation, and if I am not mistaken that arrangement was acknowledged last year, and a tacit promise made that a gentleman of French origin would occupy the Chair either in this House or the other, and I hope that it will be carried out. I have, indeed, some pretty good reasons for believing that, with regard to the other House, the present occupancy is only for one year, that at the end of that time the gentleman now holding the position will be promoted, and that then a gentleman of French origin will take his place. Trusting that this will occur, I will not complain, as I desire to help the Government. I claim the right, but even in the way of such rights there are difficulties, I know, and a Prime Minister may sometimes be forced to disregard such rights under special exigencies for a short time, and I will then always be ready to help him and excuse him. The Hon. Minister of Justice said two years ago, and repeated it this year, that it is not the fault of the Government, but the fault of the French members of the Commons if there is not a French member occupying one of the Treasury benches. Then I would like to ask the hon. Minister whether he means to say that it will be the duty of us, the French Senators representing Quebec, at the next general election, to help the Liberals in turning out those men who do not seem to care much about the rights of their Province? If he does, I am ready for the fight. We began it last summer, and we were pretty successful. We might continue it. I say we have a right to take that course, and, unless the people are incapable of understanding what is in their own interest, and in the interest of their own Province, they will sustain us in the conflict. Every member of this House is represented in the other House, and if the hon. members representing Montreal East, Jacques Cartier, Laval, Hochelaga, or any other county in our province believe that we should have no French Minister in this House, I should think that they ought to be opposed, and that the electors of our Province will be equal to the position. It is rumoured that Mr. Chapleau, having retired from Quebec after the ruin of that Province, and having been taken under the care and protection of the Prime Minister of Canada, has gained something more even than that. If rumour is correct he has promised Mr. Mousseau a seat on the Bench whenever he has finished the dirty work he was left to do in Quebec. I do not know whether that is true or not. I do not know whether the appointment has been made, but if it is the case I must say that it is most discreditable. Mr. Mousseau's election of last year was contested; he was accused of having used the public money to buy hotel-keepers in Jacques Cartier county. His election was contested and he paid his opponent the sum of $5000 to avoid exposure. When the new election took place his opponent would have gained the day by 200 or 300 votes had not Mr. Mousseau been elected at an expense of thousands of dollars. That election is now being contested on account of personal corruption, and I do not see how any Government in the world could honorably appoint a man in such a position to the bench. It is said that efforts are now being made to buy his opponents off again, so that he may get clear of the punishment which the law provides. Now, Mr. Mousseau is a friend of mine.

HON. MR. PLUMB—He seems to be.

HON. MR. BELLEROSE—I will only answer the hon. gentleman that he and I perhaps do not view things in the same light. I put public morality before friendship, and it seems the hon. gentleman prefers his friends to public morality.

It being six o'clock HON. MR. BELLEROSE moved the adjournment of the debate.

The Senate adjourned at 6 p.m.

THE SENATE.

Ottawa, January 24th, 1884.

The SPEAKER took the Chair at 3 o'clock.

Prayers and Routine proceedings.

THE ADDRESS.

THE DEBATE CONCLUDED.

The order of the day having been called,

"Resuming adjourned Debate on the Address to His Excellency the Governor-General in answer to His Excellency's Speech on opening the Second Session of the Fifth Parliament."

HON. MR. BELLEROSE said—Yesterday, when the hon. Minister of Justice called upon me to move the adjournment of the debate, I was answering a gentleman who had interrupted me to explain that his views and mine were not in accord. While he felt himself in duty bound to sacrifice his country for the love of his friend, I thought that the reverse principle should prevail, and that a man should always be ready to sacrifice a friend to save his country. I will leave it to hon. gentlemen who are within reach of my voice to judge between the gentleman who interrupted me and myself. If a friend of mine would consent to betray his country, should friendship force me to become a traitor also, in order to save my friend? This is not the way I understand patriotism and friendship. I may be wrong, but I honestly acknowledge that I prefer to follow the adage that the first thing for a lover of his country is to save it: *salus populi suprema lex est.* I repeat, then, that I am a friend of Mr. Mousseau, and I have shown it, for though he became Prime Minister in Quebec last year in an unconstitutional way, and though this, perhaps, was enough to prove that he came there to continue Mr. Chapleau's work, yet his political programme, as distributed throughout the Province, being a good one, I did give him my support and fought for him at the polls. But when it was revealed that at the very time he was making those promises he had begun the evil work in Quebec, when it was discovered that not only had he followed in the footsteps of his predecessor, but had even done worse, and the Province was going to ruin, then I thought I ought to oppose him, and try to save my Province, so I went to work. Others joined me; we have succeeded, and Mr. Mousseau, like his predecessor, has been forced to resign the Premiership in Quebec. Now, if rumor be true, he is to be appointed, perhaps is already appointed, a Judge of the Superior Court in his Province. Last year Sir John himself admitted that he could not appoint Mr. Mousseau in view of the circumstances under which he was then placed, as I made known to this House in the following words:—

"According to those rumors Mr. Mousseau received last year, when he left Ottawa, to become Premier of Quebec, and to induce him to accept the exchange proposed by the then Prime Minister of Quebec and now the Secretary of State for Canada, a promise from a certain member of the present Cabinet that in leaving the Premiership of Quebec, he would be raised to the bench. But that this hon. gentleman having since been forced to resign his seat in the Legislative Assembly of Quebec, on account of the evidence brought against him, in the case of his contested election, for personal bribery and corruption, he had been told in Ottawa that, after such a charge had been laid against him and proof given to such an extent that he himself had considered it necessary to resign his seat and so force his adversaries to discontinue the contest, the Government could not be justified in appointing him a Judge; but that if he could be re-elected and so whitewashed of his guilt, it would probably give the Government a chance to make the appointment.

Such are the rumors.

Now it seems to me to be impossible that the Government of this country, or any of their members now in Ottawa, could have made such a promise or even expressed such an opinion under the circumstances. Let me quote the evidence produced before the court in the case of Mr. Mousseau's contested election.

One of the most devoted supporters of Mr. Mousseau's Government, *Le Canadien* in its issue of the 5th May, 1883, states:

The following despatch, the importance of which it is not necessary for us to call attention to, was transmitted to us, last night, by the wires.

Though publishing it we do not mean to guarantee its correctness:—

MONTREAL, 4th May.

* * * * *

'It seems that the Premier (Mr. Mousseau) has been forced to this supreme determination (resigning his seat) by the grave statements of a hotel-keeper of Lachine, of the name of Leger. This witness acknowledged that the

Prime Minister had obtained for him the remission of some penalties imposed upon him by the Government for sale of liquor without license.' "

Now, Mr. Mousseau is far from being in a better position this year than he was last. In fact, he is in a still worse position, as he has to answer to two charges, namely: in connection with the first election, and also in connection with the last. I am sorry for the gentleman, but why did he not follow the good advice of his best friends? The good of the country has now to be considered before anything can be done for him.

Now, gentlemen, is there anything better culculated to demoralise a people than such promotions and appointments? Is it necessary that I should comment on such acts in order to show how discreditable they are? No, certainly, their mere statement is sufficient. And then, again, does not the consideration which the Prime Minister of Canada has shown to all those whom our Province has rejected as unworthy servants, show that he is satisfied with the way in which they are doing his work, and approves of it all. Is not this conduct of the Premier also an inducement to Quebec's public men to betray that Province, and thereby gain the favor of the Federal authorities? Be my friend and help me—never mind the country or your Province!—such seems to be the motto of those gentlemen at the present time. If this system is allowed to continue, if the people of this Dominion do not open their eyes, the right hon. gentleman will probably succeed in breaking down Confederation, and bringing about legislative union. Has it not been the case that in every country in the world the greatest evils have been perpetrated by demoralizing the people? Who, then, can pretend that the same causes will not bring about the same effects in our country? I sincerely regret that I am forced to admit that we are far advanced in this direction, and that we might be held up as an example to many other countries in the world. But if the Confederation should be broken up, and a legislative union adopted, then the great majority of the people will see their folly in having waited too long and having been so indifferent to their own interests. They will then regret the course they have pursued, but it will be too late, and they will have to submit patiently to the state of things which they might have averted had they taken a determined stand at the proper time, but which they themselves have helped to bring about.

For these reasons I could not let recent events pass without calling attention of hon. gentlemen to them. I wish that my protest might be recorded, that it might be known in time to come that if many of Quebec's representatives were indifferent to her interests there were, at all events, some who had the courage to stand up and call the attention of their countrymen to the danger menacing them. I am growing old,—I may not live to see the sad effects of this pernicious system, but I am in duty bound to see that my countrymen in the future, after I am gone, are not sufferers by it.

I regret that things are in this position, I could wish that they were otherwise, but it is not my fault that they are so. But finding them in such a state I cannot stand silent and allow them to go on, and thereby become responsible for them. If my words do any injury to the party, it is not my fault, for it is now six years since first we raised our voice on this subject: it will be the fault of those who have been false to their Province and false to their country. Let the present Government do what is right. Let them refuse to give protection to those who have been rejected by their own Province, and let them give Quebec that to which she has, as has been admitted, a just right, namely; a French member of the Government in the Senate.

While I am on my feet I will add one more observation: I do not want to speak on the address, although it was my intention at first to have said something with reference to two or three paragraphs, but as they refer to measures which will come before the Senate during the session, I will take occasion to speak upon them then. There is an omission from the Address, and it is with regard to it that I wish to make a few remarks. The Government have not said a word in the Address about the Election Law, and I much regret it. I must confess the more I see of the working of that law the more immoral do I consider it, and I believe that all governments are in duty bound to see that the laws of the country are so framed that they will be respected, not only by the people at large, but by the Government and their supporters. The Election Law

as it stands on our statute books is nothing else than an open door for corruption, and although I was laughed at some few years ago when I expressed my views upon the subject and supported them by my vote, I see now that I was right, and that the majority were wrong on that question. I still believe that unless you punish by imprisonment or even by a term in the penitentiary, whoever may be found guilty of resorting to corrupt practices, you will never be able to stamp out the evil. I feel that if we wish to do our duty as legislators it would be better to wipe that law from the statute book. Then there would be no law to break, and the extent of the evil would be confined to the corruption, while now you have a double crime—corruption, and the breaking of the law which prohibits it.

One word more, and I have done. Before I sit down I wish to congratulate the two gentlemen who moved and seconded the Address, and especially the hon. member from DeLorimier, who deserves much praise for the manner in which he discharged his duty. In his own Province he is known as an eminent barrister, and his reputation probably preceded him here. He has shown on this occasion that he will be an ornament to the Senate as a representative of the Province of Quebec. I regretted, however, that when he spoke of emigration and expressed a desire to see more of his own friends coming from France to settle in this country, that he did not add a few words more. It is all very well to invite the French people to the Dominion, but if they have to learn the English language I am afraid that they will not be willing to settle in Canada. I wish the hon. gentleman had spoken of that which is most important, I mean the constitutional right of the French people in Canada to have a representative of their own on the Treasury Benches in this branch of the Legislature, because if we do not begin at one end of the work we will never reach the other. No doubt the hon. gentleman forgot that. I do not reproach him for it, but I desire to complete the argument which he began.

HON. SIR ALEX. CAMPBELL—It is usual to allow the minister representing the Government in this House to close the debate upon the Address, and I had hoped that I had accomplished that yesterday. My hon. friend from DeLanaudiere, in the exercise of a right which undoubtedly is his, has seen fit to depart from the usual custom, to follow me in the discussion, and although I have addressed the House once upon the resolutions before us, I think the House will allow me, and will think it desirable that I should make a few observations in reply to the hon. gentleman on the subjects to which he has drawn attention, subjects of undoubted importance and which deserve the attention of the House, but which I think the hon. gentleman from DeLanaudiere approaches constantly in a spirit not well calculated to procure the results for which he seeks. The hon. gentleman takes two positions, one of which I think to be tenable, the other untenable. It is undoubtedly desirable that there should be a French Canadian Minister in this House. We all acknowledge that. It has been the practice to have a French Canadian Minister in the Senate, and I am sure everyone regrets that it is not the case at present. On several previous occoccasions when the hon. member for DeLanaudiere called attention to this subject, I expressed my regret, and expressed my anxiety that we should have such a representative in this Chamber, but hon. gentlemen know very well, and I think the hon. gentleman from DeLanaudiere, from his long experience in Parliament, knows as well as anyone, how difficult it is to accomplish those things in the way we desire, and I wish to point out, as I have done before, that it really rests not with the Government, not with the Premier primarily, but really with the representation from the Province to which he alludes, Quebec. If there really was, and if there really now is, an earnest and strong desire on the part of the representatives of the people from the Province of Quebec to have that change made, and to insist upon it in the constant and unreasoning way that the hon. member from De Lanaudiere does—I do not want to say it in an offensive way—no doubt it would be done, but I fancy the majority of them see that it is impossible on all occasions to accomplish these things. You cannot always maintain that symmetry which one would like to see in public matters. You cannot always

have the representation that you would desire. It cannot always be attained, and on this occasion we have not been able to accomplish it. If the leaders of the party themselves, who represent public opinion in Lower Canada, were as unreasoning as my hon. friend is — and I am glad to say they are not—we should hear from them in the same way that we hear from him — constantly in season and out of season—of there being no representative of the French Canadians in the Ministry in this Chamber. But they understand the difficulties which governments constantly have to deal with. They understand how hard it is to always have a representative of the French Canadians in the Government in this House, and they admit that it is the desire of the Government to accomplish it, and they are willing to give them credit for desiring to do so whenever a good opportunity occurs. Although, like some hon. gentlemen, I am getting advanced in years I hope to see that accomplished, and to see, as my colleague in this House, or the colleague of those representing the Government in the Senate, a French Canadian member. In that event no one will be more pleased than I shall be ; no one will extend him a more hearty welcome, and no one can desire more than I do to see that object of the French Canadian representatives accomplished. That is a position entirely tenable, but the other position which the hon. gentleman assumes is quite untenable. He urges that there should be constantly a French Canadian gentleman as Speaker either in this House or in the other Chamber : I say that is quite untenable. That was a good rule in the old Parliament of Canada, where there were but two Provinces represented, and the alternation from English to French, and French to English, was quite fair and proper ; but to say now that in every Parliament there must be, either in this House or in the other branch of the Legislature, a French Canadian Speaker, is to claim something which, I am sure, the majority of the French Canadian representatives in both Houses will not demand. According to the rule which the hon. gentleman would lay down, there would be constantly a French Canadian representative in the Chair here, or in the Chair in the other House, and where would be the opportunity of putting in the Chair the gentleman who fills it now? Where would be the opportunity of appointing to that position, here or in the other House, a gentleman from the Maritime Provinces, or Manitoba, or British Columbia, if Quebec is constantly to have a Speaker in either branch of Parliament? I am quite sure that the hon. gentlemen from Lower Canada do not take that view, and that it is confined to what I must believe is the unreasoning assertion of the hon. gentleman in favor of his nationality—a nationality which we all respect, and no one more than I do, and which I am desirous, and have always been desirous of seeing fully and fairly represented in public life. And it is fairly and fully represented in public life at this moment. There may be no French Canadian gentleman on the Treasury Benches of this House, but let the hon. gentleman study the report which has been laid upon the table of the House this session and he will find that there is an abundance of French Canadians in the public service here and elsewhere. There is nothing to be said in favor of the English speaking community because they do that. They do so willingly I am sure ; but if they did not do so willingly, the French Canadians are strong enough, and resolute enough, to insist upon it. But, happily for us and for the whole community, there is no necessity for asserting rights which we are most happy to yield to them ; so I say one of those positions is quite tenable, and one which I will do all in my power to see maintained and carried out ; but the other seems to be, and I say it with due deference to those who hold a different opinion, an untenable position, the assertion of which, I hope, is almost confined to the hon. gentleman from DeLanaudiere. The hon. member is rather apt to vaunt his courage in asserting the rights of his nationality in this Chamber. I do not know what the hon. gentleman may think on that point, but I know in the ways and habits of thought in which I have been brought up we do not consider it a proof of courage to attack absent men. We consider it rather the reverse ; and we are restrained by a feeling of honor and delicacy from attacking those who have not the means of replying. We would fain see before us the men that we attack.

HON. MR. POWER—How about the steel rails?

HON. SIR ALEX. CAMPBELL—I do not think steel rails has anything to do with it. I do not think that interruption is a justifiable one on the part of the hon. member from Halifax.

HON MR. PLUMB—It is perfectly irrelevant.

HON. SIR ALEX. CAMPBELL—The attack on Mr. Chapleau and Mr. Mousseau was not so far contrary to parliamentary practice as to justify one in calling attention to it and asking the Speaker to rule upon it, but I think it is a habit which is certainly much better abandoned. If it is a habit—and I hesitate to call it one—but if it can be called a habit or practice of the hon. gentleman, it is one much better left alone, and those gentlemen should be attacked where they are themselves ready and able to answer. In reference to Mr. Chapleau, whose name has been mentioned, the hon. gentleman does not say that anything has been done by him since he became a member of the Government, or since he has occupied a seat in the other branch of Parliament calling for any remarks such as he has used in reference to him. The course pursued by Mr. Chapleau which has drawn upon him the contumely of the hon. gentleman took place two or three years ago. Since then there has been a general election in the Province of Quebec, where, as I understand, Mr. Chapleau's party and policy were supported and are still sustained by a large majority of the people of that Province. If the hon. gentleman wished to attack Mr. Chapleau, why did he not seek a position in the other House and meet him face to face? If he had done so I venture to say that he would be more careful how he made an attack upon a gentleman who would be there to reply to him. I say that the hon. gentleman's attack is unwarranted, and if made in the other House he would be called upon to answer for it.

HON. MR. BELLEROSE—A question has been asked to which I rise to reply.

HON. SIR. ALEX. CAMPBELL—I do not think there is any question calling for an answer.

HON. MR. BELLEROSE—The hon. gentleman is afraid of the answer.

HON. SIR. ALEX. CAMPBELL—Let the hon. gentleman seek a seat in the Lower House, and then he can attack Mr. Chapleau and get his reply, and I have no doubt the reply will be such as will prevent him from repeating his attacks in the future. With regard to the attack on Mr. Mousseau, that hon. gentleman is not now in either branch of Parliament. He is answerable to another body—the Legislature of Quebec—for his misdeeds, if he has committed any, and why should they be dragged in here and spoken of in the words of reproach and contumely which have been used, when we have nothing to do with his acts since he is not responsible to us, and when he is responsible to the Legislature of Quebec? It is a derogation from the rights of that Province and a derogation from the rights of the Legislature of Quebec to whom Mr. Mousseau is answerable, and from whose authority no effort should be made by any French Canadian gentleman to detract. I make these remarks with regret on account of the language used by the hon. member from DeLanaudiere, but I think it is desirable and only just to those who have been attacked that I should say a few words on their behalf, and that I should leave the hon gentleman to meet those whom he has assailed, and advise him to seek an opportunity of attacking them in their presence in the future, and not in their absence.

HON. MR. BELLEROSE—I ask permission of the House to speak.

HON. MR. ALMON—I object, and I call upon the Speaker to say whether the hon. gentleman has a right to speak twice on the same question?

THE SPEAKER—The hon. gentleman from DeLanaudiere has already spoken.

HON. MR. TRUDEL—I will say a few words on this question, though I did not intend to take part in this debate. I may say at once that I fully acknowledge the propriety of the leader of the Government in this House closing the debate, especially on the Address, but there are oc-

casions when I think the House will say that it is almost impossible to comply with that rule without allowing the Senate to be left under a misapprehension which might create a wrong feeling as to certain rights which have been claimed here. I recognize that the position of a certain portion of the French members of this House is rather an abnormal one. I am quite aware that to the majority of this House it is very unpleasant every year to hear the same question brought up by the same parties in about the same terms, and with, I must say, unfortunately, about the same results. If we were here for our own pleasure, I for one, would take great care never to refer to this subject, but there are some rights which must be defended, and our position here is such that if we do not vindicate those rights I do not see how they can be vindicated anywhere. It is the duty of some representatives from Quebec to lay this question before the House in a way I think it ought to be put. In my opinion—and I think it is even the opinion expressed by the hon. leader of the Government in this House—if the letter of the Constitution is strictly complied with, the spirit is violated, as can easily be shown. It is well known that when the principle of representation by population was admitted, a principle which had been resisted from year to year, not only by representatives of our Province, but by leading men of both Upper and Lower Canada, for more than 25 years, every one will recollect that, while it was adopted for the representation in the House of Commons, the two Provinces were given equal representation as a counterpoise in this House. So that the spirit of the Constitution—and I call special attention to this point—was that not only equal representation but equal strength should be given to both Provinces in this House. If that is not the sense, and not only the sense but the spirit of the Constitution, if there is not a question of equity and justice towards the smaller Provinces involved, I should like to be corrected immediately. But I do not think there is a single member in this House who will pretend that it was not a solemn contract between the different Provinces of this Dominion.

Now, what is the position of parties? While it was understood and solemnly agreed that the Provinces of Quebec and Ontario should be equal in representation and strength in this House how is it that the Province of Ontario, whose population is much larger than that of Quebec, and very much larger than the group of the Maritime Provinces together, has only 24 members in this House? Is it not evident that the fathers of Confederation, by adopting that rule of giving equal representation to both Provinces in this House, intended that they should possess equal strength and power here as a guarantee that if injustice should be done us by the majority in the other House, that injustice could be remedied in the Senate, where we have equal representation? Hon. gentlemen, most of you have had large experience in constitutional matters, and I ask is there one of you who will contend that the Province which has three Ministers sitting on the Treasury Benches of this House has not a stronger representation than a Province without ministerial representation, without administrative representation, and consequently without administrative influence? Where is the counterpoise that the fathers of Confederation intended to establish here? It does not exist, and it seems to me to be as clear as daylight that the spirit of the Constitution is violated. That is my way, judging of the facts, and I should like to hear some argument to show that I am mistaken. I know that what I am saying is unpleasant to the majority in this House, but the history of the world shows us that majorities do not like to be reminded of their duties, or to hear the rights of minorities asserted. I repeat if this were a personal question I should never open my mouth to vindicate these rights, but this is a part of an inheritance which does not belong to us personally. The rights of our nationality do not belong to us alone. There is only one thing which does belong to us, namely, the duty of defending them whether it be agreeable or disagreeable to us individually. We are not perfectly free and independant as to the fulfilment or non-fulfilment of that duty.

This state of things has existed since 1873, except during the time when the Reform party was in power. At that time an hon. gentleman who occupies a seat in this House was considered the only member of that party who could conveniently

accept a portfolio in the Administration, and although it was feared that the party might lose a seat by creating a vacancy in a province where they could ill afford it, yet he was appointed to a position in the Cabinet in this House. This was done by gentlemen who have not the same ideas that we have as to the importance of the Senate ; who are well known to belong to a party which seems to consider it their duty to advocate the abolition of this House.

HON. MR. ALMON—Hear ! hear !

HON. MR. TRUDEL—I do not mean to say that the members of that party in this House are of that opinion, but they belong to a party some of whose leaders consider it their duty to advocate the abolition or transformation in some unknown way of this House. I would not have been astonished if gentlemen who take that view of the importance of this House, and who consequently might very well have assumed the position which the present Government takes, had considered that it was not of very great importance to the Province of Quebec to be represented on the Treasury Benches in the Senate on the ground that this House is perfectly useless. I know, as a matter of fact, that at first that hon. gentleman refused to assume the position because he was not certain whether a Liberal member could be elected to represent his constituency. We regret very deeply in our Province that we have not received from the present Government,—from our own political party, towards whose triumph we have devoted the greater part of our energies and which we have been accustomed to consider as the one party able to do justice to all races in the Dominion, and to insure the prosperity of the whole country—I am sorry we have not received equal justice from them.

The hon. leader of the Government says: "But the group of French-Canadians is so powerful, so united, that it knows perfectly well how to vindicate those rights." If I understand the hon. gentleman properly that means that the Government have decided to continue the course which they have been pursuing for years; that they will continue to refuse us justice, and the only way for us to obtain it is to fight for it in a general election. Is that the meaning of the hon. gentleman ?

HON. SIR ALEX. CAMPBELL—No, because I said I hoped—if it only were my fortune to occupy the position I do, long enough, or failing that, that my successor would have the happiness of having in the House a French-Canadian colleague: no one would rejoice to see it more than myself.

HON. MR. TRUDEL—As to the utterance of the hon. Minister of Justice, we all know that if there is a man in this whole Dominion, or beyond it, willing to render us justice, he is that man ; we never doubted his desire that justice should be done us, and I shall not begin to do so to-day. But, taking the facts as they are, when I consider that we have been vindicating our rights for years and years, and that we are met by some such statement as this : "well, probably you are mistaken; perhaps you do not represent the true feeling of your Province and of your countrymen, for otherwise this feeling would surely find expression somewhere else than in this House," then I am bound to say that if we who are here in the Senate as representing the Province of Quebec, do not repre sent the feeling of our Province, how are we to ascertain that feeling? Must it not be done by putting the question to the people ? And, if that were done, I venture to say that, to-morrow nine-tenths of the counties throughout Quebec would send representatives to Parliament, elected on that ground alone. I do not fear to make that assertion, and with regard to the feeling of the French members in the other House, I would here remind the hon. leader of the Government of this fact, that two or three years ago, when the same question was raised, that hon. gentleman answered as he has done to-day, that it was not the fault of the Government, but that the responsibility for the present state of affairs rested with those members who represented the Province of Quebec in the other House ; that those gentlemen had decided not to have French representatives on the Treasury Benches here. The Minister of Justice having made that assertion, and his words are still to be found in the Senate Debates, I would inform the

House that not less than 27 letters were written to me upon the subject by members in the other House. I say 27 letters, but some of them were signed by three, or four, or five members. and there were in all 27 signatures ; those communications were all couched in much the same terms, protesting against that assertion of the leader of the Government in this House, and stating that the writers had never expressed such a feeling, but that, on the contrary, they were anxious that their Province and nationality should be represented in this House. Now the Province of Quebec being entitled to 65 members, and it being the fact that 10 or 12 of that number belong to another nationality, and speak the English language, it will be apparent, if you take away those members belonging to the Liberal party, and who did not sign those letters, that 26 or 27 members protesting against that assertion of the leader in this House, represented a very large majority of the French speaking Conservative Members representing the Province of Quebec in the House of Commons. I do not know whether the leader of the Government will recollect that ?

HON. SIR ALEX. CAMPBELL—I do recollect having been told that by the hon. gentleman from DeLanaudiere (Mr. Bellerose).

HON. MR. TRUDEL—It was at the end of the Session that I went to the Minister of Justice with this bundle of letters, which I showed to him. He said, " Of course I do not want to look at the letters, and I perfectly take your word ; you say there are 26 or 27, and it is all right." I do not recollect whether that hon. gentleman looked at every signature, but if anyone should deny the existence of these letters or throw the slightest doubt upon them, they are still in my possession, and can be produced to satisfy such doubts. Our position therefore is this—we must in this House either remain silent, or, having vindicated our rights and then agreed to give a tacit consent to the present state of things, that consent will be invoked against us in the future, and it will be said—" we have a precedent ; you say now that French representation should be given to you on the Treasury Benches—why, my dear sirs, custom, habit and usage are against you. You see that for 10, 12 or 15 years you have not opened your mouths to raise objection, and not having done so you have, by your silence, in effect said that you agreed to this state of things—you have virtually confirmed it " Such, I say, will be the consequence if we remain silent, and in expressing our views upon this or any other question the House must remember that each of us can only do so in his own way. My hon. friend from DeLanaudiere has his own way of stating his opinions, and that may differ widely from the manner of his neighbor, the hon. Senator from Alma The majority in this House should remember the position of the poor minority here,—those who are descendants of the men who 120 years ago fought, in the proportion of one against twenty in this country, and for what ? Not to save their money, but for a principle which was dear to them,—to save the influence of their race. It may be considered by many that they were wrong, and it may be urged that the great majority in this country believe it would be more in the interest of the Dominion if we could bring about an assimilation of races, and that the sooner we can succeed in abolishing the use of the French language the better for the country. But, on the other side, if that minority, who by their bravery have obtained solemn treaties from the Mother Country, that all those rights which we vindicated here should be forever preserved,—if, I repeat, that majority believe that it is necessary not only for their race, but in the interest of the whole Dominion, that its nationality should continue to exist and to exercise all those rights guaranteed to it, their wish cannot be set aside. When confederation took place our French Canadian statesmen took great care to have embodied in the British North America Act the stipulation that all these privileges should be preserved, and that the Province of Quebec should have the same representation in the Senate of the Dominion as the Province of Ontario. The Constitution is there to show that we are to have the same power in this Chamber as the Province of Ontario exercises, but we find that to-day Ontario has three representatives in the Government in this House while no representation has been granted here to the Province of

Quebec. I do not wish to make any personal application of the fact, but we know that the Government, in whose hands the patronage rests, have dispensed it in favor of one Province, and against the other, and I ask, are we to remain silent in our seats and not denounce it ?

Hon. Mr. McINNES, (B. C.)—What provision are you going to make for the other Provinces, independent of the Provinces of Ontario and Quebec ?

Hon. Mr. TRUDEL—It is true that I have only referred to the Provinces of Quebec and Ontario, but that is because I see so many gentlemen in this Chamber who are perfectly able to vindicate the rights of their own Provinces. In my case I am striving to vindicate the rights of the Province of Quebec, and I am confident that when the rights of British Columbia shall be in danger, my hon. friend who has just sat down will not be the last to defend those rights.

Hon. Mr. McINNES, (B. C.)—I wish to ask the hon. gentleman if he will kindly inform the House how many Speakers from the English speaking minority in Quebec have been elected to the Chair of the Legislative Assembly, or of the Legislative Council, since Confederation ; how are the rights of the English speaking minority in Quebec observed.

Hon. Mr. TRUDEL—At that time I did not belong to this Legislature, but I had the honor of sitting in another Assembly. I may say, however, that I was told repeatedly—I was even told by the late Sir George Cartier, with whom I very often spoke upon these questions—that there was an agreement that the representation in the Senate for the whole Dominion should be divided into three groups, namely, Ontario, Quebec, and the group of the Lower Provinces, and that for the Presidency of the Senate each group would be chosen from in turn. Yet we find that the Province of Ontario had the first term, say from 1868 to 1873. The next choice was made from the Province of Quebec, and it is true that two members from that province occupied the Chair here within those five years, as Mr. Chauveau succeeded Mr. Cauchon, who was obliged to resign in order to run for the County of Quebec Centre to have his nomination as a Minister of the Crown confirmed ; that was, however, but one term. Then, a second time our Speaker was chosen from Ontario, and the Lower Province group furnished the third representative. It would naturally have followed, then, according to the agreement to which I have alluded, that the Province of Quebec should have been selected to furnish a Speaker for the fourth term, but again the choice fell to the share of Ontario, while the fifth and last has been awarded to the Lower Province. I will, however, take occasion to say, if there is a man in this House perfectly fitted to fill the Speaker's Chair in the Senate, certainly our present Speaker must be acknowledged as possessing in a very high degree the necessary qualification for that position, I would further say that, personally, I am thoroughly satisfied he should have been chosen for that position, and if it were not for this question of nationality, not a single word would have been heard now about it. Even if the conduct of affairs by the gentlemen now in power had been such as to show a desire on their part to give us justice,—though we were not properly considered when our turn to the Speakership arrived —I would have been the first to say " well, those matters ought not to be calculated mathematically; let us take our turn again." But, unfortunately, the right to which the Province of Quebec was entitled according to the agreement to which I have already referred, if it existed, was ignored, and there is another right which, within the same period, has also been denied us,—our claim to have representation on the Treasury Benches. If that had been granted the question of the Speakership in this House should never have been raised. I would however remind the hon. gentleman from British Columbia that, long before he came here to the Senate, this question was agitated and, as I stated before, I think properly so. I would ask the House to bear in mind that we are not narrowing that great question ; we are not belittling it to the extent of making it a personal matter. I do not wish unduly to occupy the time of the House, but I would state, for the information of hon. gentlemen, that certain members of this

House have in the past offered to resign their seats, provided they would be filled by French Canadian members of the other House who would be chosen by the Government to represent our nationality here, but we were laughed at in this, as has always been our fate when we raised this question. But I may tell the Government that so long as there is a member of the French race in this House), and while the present disregarding of our rights continues, those members will still be found vindicating the just claims of our Province. Unfortunately we have not the advantage of speaking our mother tongue, and possibly our efforts to make ourselves understood in English may not be very pleasant to some members of this body; but we are not here to do only those things which are pleasant, we have to perform a duty, and we shall not fail in it. I regret to have spoken at such length, and thank hon. gentlemen for the patient hearing which has been accorded me.

The motion was agreed to

HON. SIR ALEX. CAMPBELL moved that the said Address be presented to His Excellency the Governor General by such members of this House as are members of the Privy Council.

The motion was agreed to.

SENATOR DICKSON.

REPORT.

THE SPEAKER submitted to the Senate a report from the Clerk stating that the seat of the Hon. Walter Hamilton Dickson, now upon the list of Senators, had become vacant in consequence of the absence of the Senator referred to having extended beyond the period of two years—such absence having been occasioned by ill-health.

HON. SIR ALEX. CAMPBELL—This is a notice which the Clerk of the Senate is obliged, under our rules, to present at the opening of each session. I regret very much that it should be his duty to report to us the absence, for two sessions, of our colleague and friend, Mr Dickson, and I regret still more to learn from private sources that this continued absence is owing to such ill-health that we can hardly hope to hear that our friend's condition will so far improve as to enable him to attend to his duties in this House. We all have known Mr. Dickson for so long, and his genial presence and cheery laughter through the corridors has been so familiar to members of this House, that I am sure all share with me in the regret that we cannot hope for his presence among us at the next session of Parliament. He has been in Parliament for many years—certainly as far back as 1840, and perhaps earlier. He had a seat in the Legislative Assembly of the former Province of Canada. He occupied that seat for many years, and I remember well the weight which was then attached to his position and to his utterances in Parliament. Few men occupied at that time a position which gave more promise of a distinguished Parliamentary career, and I think that promise would have been amply realized if our friend and colleague had been willing to devote more time and industry to his Parliamentary duties than was his disposition to do. He was a man of singular ability and facility of speech, and his resourses in argument were great; in fact there was everything in his manner calculated to distinguish him in Parliament, if he had only had that humble quality of industry, which has conduced in a great degree to the success of less able men in Parliament, and had devoted his time and attention to the work of legislation. I am exceedingly sorry that we shall perhaps not again hear his hearty voice and have his genial presence among us. I beg to move that the report of the Clerk be referred to the Committee appointed to consider the orders and customs of this House and the privileges of Parliament, the Committee to meet to-morrow at a quarter to three o'clock in the Senate Chamber.

HON. MR. PLUMB—I cannot let this occasion pass without saying a word upon the subject of the motion, which must be a painful one to us all. The gentleman affected by that resolution is a neighbour and intimate friend of mine, and I regret exceedingly that his failing health had placed him in such a position that he necessarily falls under what must be con-

sidered a most salutory rule of the Senate; but in his case I feel it to be one of great hardship. Two years ago his health began to fail, and he was unable to attend to his Parliamentary duties. Last year he would have come here if it had been possible, but he understands perfectly well that his absence from the House for the prescribed two years has lost him his seat. However I have no doubt I am quite in accord with his own wishes in saying that he rather preferred it should be made apparent that he could not attend, and that he should lose his seat by lapse of time rather than by tendering his resignation. That hon. gentleman represents one of the leading families in Ontario. His father was called to the Council of the country by the Governor himself, and sat in those Councils, usefully, for the greater part of his life. His elder brother was a member of the Legislative Council, and a very able and influential member of it—a man of high ability and position, respected by everybody—and died while still a member of the Council, at a comparatively early age in 1845. Mr. Dickson himself, the subject of this resolution, was elected for the district which I have since had the honor to represent, and was returned to the Legislative Assembly in 1843, continuing a member of that body until he was called to the Legislative Council in 1855, of which he continued a member until the Union. After Confederation he was called by the Queen's proclamation to the Senate, and has since been a member of this House. I know that it must be painful to us all to feel that one who has identified himself, for nearly forty years with the councils of the country, will no longer be seen among us and if he has not, during his career in the Senate, taken a very active part, he doubtless was actuated in such a course by reasons which were satisfactory to himself. We are losing our friends in various ways, but it is most painful to feel that we are now losing one who will feel the severing of the connection almost as much as it will be felt by those with whom he has been so long identified. There is, however, but one course to be pursued, and I do not think, even if it were constitutional, that it would be desirable in this case to ask that there should be any deviation from the rule. It is not likely, indeed I fancy it is hardly possible, in the course of human affairs, that he will be any longer active in the pursuits of life, though in his failing health he still retains that buoyancy and geniality which have always distinguished him in his intercourse with the members of this House, and to which the Minister of Justice has just referred. I know his many estimable qualities will cause him to be kindly remembered here, although he will be seen no longer in this Chamber.

The motion was agreed to.

Hon. Sir ALEX. CAMPBELL—I do not quite know to what particular matter the hon. gentleman from DeSalaberry desires just now to draw attention. I would ask him in what way I was irregular?

Hon. Mr. TRUDEL—What I meant was this. The irregularity consisted in the question not having been put in French as well as English. We have not been accustomed to insist upon that right, but, as a moment ago, when speaking on the national question, the hon. member from DeLanaudiere (Mr. Bellerose) had been called to order, in accordance with a rule of the House, I thought it was as well—and my right—to ask for the enforcement of the rule which provides for having motions put in French as well as in English, and the more so, because it was not only a rule of the House, but a provision of the Constitution, which placed the French language on the same footing as the English.

Hon. Sir ALEX. CAMPBELL—I have no doubt that the indulgence accorded by the hon. gentlemen from Lower Canada in this direction, in the future will be as great as it has been in the past. The report was read in both languages, and, no doubt, in future questions can be put in both languages, if hon. gentlemen from Quebec insist upon it. But I am quite sure they will be as indulgent in this respect as they have been, and that no difficulty will be experienced on that point.

Hon. Mr. TRUDEL—We are always ready to be as indulgent as possible, but I would respectfully submit that the indulgence should not be expected from one side only.

The SPEAKER—The report was first read by myself, and then by the Clerk in French. The motion was afterwards read by myself, but before the Clerk had an opportunity of reading it, the hon. gentleman from DeSalaberry interrupted and I had to insist upon the hon. gentleman taking his seat, in order that the motion could be read.

HON. MR. TRUDEL—This question—

HON. MR. ALMON—The hon. gentleman has spoken once on this question.

HON. MR. TRUDEL—I think if the hon. gentleman would only look at the rules, that he will find an hon. member can make a personal explanation. I would say that, if it is true that I got up—

HON. SIR ALEX. CAMPBELL—Yes, you did.

HON. MR. TRUDEL—I did, but I would remind the House that it is not the first occasion on which the question has not been put in French; this was remarked by some of my confreres here, and that was the reason why I thought it would be proper to claim that it should be done to-day.

HON. SIR ALEX. CAMPBELL laid upon the table of the House a list of the various Standing Committees and gave notice that he would move for the appointment of those Committees on Monday next.

The Senate adjourned at five p. m.

THE SENATE.

Ottawa, Friday, Jan. 25th, 1884.

The SPEAKER took the Chair at. 3 o'clock.

Prayers and routine proceedings.

SENATOR DICKSON.

REPORT OF THE PRIVILEGES OF PARLIAMENT COMMITTEE.

The SPEAKER submitted the report of the Committee appointed to consider the orders and customs of the Senate, and privileges of Parliament, to whom was referred the report of the Clerk of the Senate in relation to the absence of the Hon. Walter Hamilton Dickson from his seat in the Senate for two consecutive sessions of Parliament, with the following resolution adopted by the Committee :—

"Resolved that the Hon. Walter Hamilton Dickson, one of the members of the Senate, from the Province of Ontario, has for two consecutive sessions of the Parliament of Canada, failed to give his attendance in this House, and thereby vacated his seat: that this House, in pursuance of the 33rd section of the British North America Act of 1867, doth declare, determine and adjudge the said seat of the said Hon. Walter Hamilton Dickson vacated."

HON. SIR ALEX. CAMPBELL—The Committee desired also that I should suggest, in moving for its adoption by the House, that the member whose seat is in jeopardy should be notified of these proceedings having been taken, so that he may have the opportunity of filing any report which he may desire to make affecting the subject, or of denying these statements which the report contains. I apprehend that there will be no such denial, because we are informed by my hon. friend near me (Mr. Plumb), that Mr. Dickson is aware that he has vacated his seat: but, nevertheless, we are establishing a precedent, and it is very desirable that the course taken now should be a safe one, and should afford any gentleman, whose seat may be attacked hereafter in the same way, a full opportunity of making any representations to the House that he may see fit to offer. So after having consulted one of my hon. friends on the subject I suggested that course to the Committee, and it was unanimously their opinion that it would be safe and desirable to inform Mr. Dickson of these proceedings, and give him an opportunity of taking such action as he may think proper on the report. This case will be looked to as a precedent by those gentlemen who may have to take such steps in future years, so that no member's seat shall be declared vacant without his having the most abundant opportunity of making such representations on the subject to the Senate as he may consider desirable. I move that the said

report be taken into consideration this day fortnight, and that in the meantime Mr. Dickson be notified thereof and a copy of the said report be transmitted to him through the mail by the Clerk of the Senate.

HON. MR. PLUMB—I did not suppose that the remarks I made yesterday would be taken in any way as a proof that my hon. friend from Niagara did not attend in his place for two years. I merely mentioned it in connection with the remarks which I desired to make at the time. It must be obvious to every hon. gentleman that it is quite impossible unless a different system is adopted to prove exactly that any member of this House has not been within the purlieus of the Senate, attending its Committees, or sitting for half-an-hour perhaps in this Chamber, or ill within ten miles of this place for two years during the sessions of Parliament. That would be quite impossible, and I merely rise now because my hon. friend, the leader of the Senate, has said that my representation was that Mr. Dickson had been absent for two years. That was simply an incidental remark. It was not intended to convey any information to the Senate with regard to Mr. Dickson's absence, and I think, as it has been suggested this will probably be a precedent, and as it is the first time, except one, that the Senate has had to deal with so painful a case, it is quite proper that the course which has been proposed by the leader of the House should be adopted. It is desirable in every way that there should be no summary proceedings. The gentlemen who have seats in this House have sacred vested rights which cannot properly be taken away from them upon any report, unless it is carefully scrutinized and thoroughly authenticated. I have no moral doubt of Mr. Dickson's absence, but I think it would be courteous to proceed with the utmost deliberation, and to allow the hon. gentleman whose seat is concerned, the opportunity of making any statement he can in writing, and I have only to express again to-day my great regret that circumstances have occurred by which we lose the presence of that gentleman in the Senate, in which he has occupied a seat so long and so worthily.

HON. SIR ALEX. CAMPBELL.

HON. MR. DICKEY—The explanation of my hon. friend who has just sat down as to the misunderstanding of his remarks show, I think, most conclusively the propriety of the course which has been adopted in this matter, and explained in the most practical and forcible way the reason why we should adopt the course that is proposed, although it has not beeu adopted before. We are adopting it now, not merely in reference to this case, but as a precedent for the future.

HON. MR. POWER—I hope that in allowing this motion to pass without dividing the House or without voting against it, one will not be supposed to approve of the action of the Senate in the matter. I gather by what has been said by the hon. gentleman who has just sat down that although the Senate has been in existence for sixteen years, this is the first time that such a step has been taken.

HON. SIR ALEX. CAMPBELL—The second time—Sir Edward Kenny's was the first case.

HON. MR. POWER—I was not aware of that fact, and it removes part of the objection I have to the report. I suppose the matter can be considered more fully when the report comes up to be voted on.

HON. SIR ALEX. CAMPBELL—Certainly.

HON. MR. POWER—I am looking at the section of the British North America Act which deals with this matter. It seems to me it does not leave room for any such notice as is proposed to be given. The section says: "the place of a Senator shall become vacant in any of the following cases:—1st, if for two consecutive sessions of the Parliament he fails to give his attendance in the Senate."

It seems to me that the Statute declares a Senator's place vacant *ipso facto* from his having failed to give his attendance here for two sessions

HON. SIR ALEX. CAMPBELL—We want to make that clear beyond a peradventure.

HON. MR. PLUMB—No one can say that he has been absent for two years.

HON. MR. POWER—We have to rely upon the certificate of the clerk. If the Senator has been here his name will be found in the journals. I regret exceedingly that we cannot have the Senator from Niagara back with us, because I think he was probably the most popular member in our House, and if there was any member for whom an exception might be made I think he was that one. I think, at the same time, it is a rather important question, and it is very doubtful whether we have any right to give this notice.

The motion was agreed to.

PRIVATE BILLS.

TIME FOR RECEIVING PETITIONS EXTENDED

The SPEAKER reported to the House that the time for receiving petitions for Private Bills will expire on Monday next.

HON. SIR ALEX. CAMPBELL moved that the time for receiving petitions for Private Bills be extended to Saturday the 9th February next.

The motion was agreed to.

The Senate adjourned at 3:35 p.m.

THE SENATE.

Ottawa, Monday, January 28th, 1884.

The SPEAKER took the Chair at three o'clock.

Prayers and routine proceedings.

THE GRAHAM DIVORCE CASE.

PETITION READ.

The SPEAKER submitted a certificate from the Clerk of the Senate that in the matter of the Graham divorce case the petitioner for the bill of divorce had paid in the fee of $200.

HON. MR. KAULBACH presented the notice of service on the wife of the petitioner with a declaration, as prescribed by the 73rd rule of the House.

HON. SIR ALEX. CAMPBELL—Signed by whom?

HON. MR. KAULBACH—The declaration of service on the wife of the petitioner as required by the 73rd rule of the House.

HON. SIR ALEX. CAMPBELL—Before whom is the declaration taken?

HON. MR. KAULBACH—The declaration is taken before a Mr. Wyld, a commissioner for taking affidavits for the County of Carleton.

HON. SIR ALEX. CAMPBELL—Has the hon. gentleman examined the statute of last session in which provision was made in the Interpretation Act that this particular declaration might be made before certain persons? I do not know whether the commissioner referred to in this document is one of those persons.

HON. MR. KAULBACH—I have not looked into it, but I think the statute has been complied with—so I have been informed.

HON. MR. SCOTT—This is a declaration under the statute, not an affidavit.

HON. SIR ALEX. CAMPBELL—There is a provision made for the declaration. The question arose last session, and we passed an amendment in order to meet the difficulty which occurred then, and I fancy my hon. friend, if we are to pursue this law strictly, (and I think we ought to do so) must show whether this person, before whom the affidavit was taken, was entitled to administer the oath or affirmation.

HON. MR. KAULBACH—I think he is what he represents himself to be. I think he having represented himself to be such an officer that that is sufficient, unless it can be shown to the contrary.

HON. MR. SCOTT—The chief point which arises is whether under the statute what is called a solemn declaration under the Act of 1875 would supersede an oath of this kind. The Act to which I refer was passed to meet the case of extra-judicial oaths. This would not be an extra-judicial oath; it is required by

the statute in order to furnish the best evidence of an event that has happened.

HON. SIR ALEX. CAMPBELL—Precisely.

HON. MR. KAULBACH—My hon. friend will remember that last session this question arose, and the 73rd rule was amended to permit the proof of service to be made on a declaration.

HON. SIR ALEX. CAMPBELL—The hon. gentleman is mistaken. The question was what should be the evidence under oath. The rule of the Senate required that the evidence of service must be under oath.

HON. MR. SCOTT—The action was taken last session in view of the fact that the oath had been administered by a magistrate for a certain county, in a county where he had no jurisdiction. My hon. friend knows that commissioners for taking affidavits in Ontario are named for particular counties outside of which they have no jurisdiction. The first question that arises is whether the solemn declaration under the Act of 1875 will supersede an oath. If the statute requires that the proof shall be on oath I do not think that the Act of 1875 will supersede it, because this form of statement was introduced for the purpose of doing away with extra-judicial oaths—oaths that were voluntarily given in order to substantiate certain facts which were not considered before any tribunal.

HON. MR. KAULBACH—The hon. gentleman will see by the rule of the House of last session, that the 73rd rule was amended by striking out the word "oath," and substituting the word "declaration;" so by the 73rd rule of the House I think it is plain that I have taken the proper course.

HON. MR. DICKEY—Last year there was a very considerable discussion as to what the meaning of "oath" was; whether there should be an affidavit, or whether the oath should be administered and the evidence taken before the Bar of the House. It was concluded to avoid the difficulty by amending the rule, and taking away the word "oath" altogether, and substituting for it "solemn declaration" in conformity with the Act for the suppression of extra-judicial oaths. That is the amendment which was made. I think it will be found in the journals of last year. The rule now requires that the evidence shall be given under a declaration, and it is quite clear that the affirmation under that is the proper mode—the only mode under our rule. Of course it does not meet the question as to the official before whom the declaration was administered, but I think *primâ faciæ*, we may assume that when a person acts as Commissioner or Judge, and states so, we are not bound here to prove whether he acted properly or not. He must take the consequences if he acts in that capacity without authority.

HON. SIR. ALEX. CAMPBELL—But we must have some evidence of it, because last session we had evidence that a man who was a commissioner for one county administered an oath to a person in another county. There must be some evidence that this man was a commissioner for the purpose of administering oaths in the locality where the declaration was made.

HON. MR. KAULBACH—I do not know that that has generally been the case. In practice generally, in all courts, when a person represents himself as a certain officer, it is taken for granted that he is such an officer, unless evidence is offered to the contrary. I think under the rule this should be considered sufficient.

HON. SIR. ALEX. CAMPBELL—In what county was the declaration made?

HON. MR. KAULBACH—Carleton.

HON. SIR ALEX. CAMPBELL—Does the hon. gentleman, or my hon. friend from Ottawa, know that Mr. Wyld is a commissioner for the County of Carleton?

HON. MR. SCOTT—I cannot say that he is. He is a new commissioner to me. I cannot say that he is not a commissioner.

HON. MR. KAULBACH—I can only say that the person signed the declaration,

and stated that he was a commissioner for such purposes.

HON. SIR ALEX. CAMPBELL—If the hon. gentleman states in his place in the House that he has made enquiry and satisfied himself that the person signing the jurat was a commissioner that will be sufficient, but something should be done.

HON. MR. KAULBACH—I can only say that I believe that he is a commissioner from enquiries I have made.

HON. MR. SKEAD—There is such a gentleman in the city—a barrister in partnership with Mr. Mosgrove. He came from the West somewhere.

HON. SIR. ALEX. CAMPBELL—If he is a barrister and attorney, he is probably a commissioner. I think some statement should be made to put upon record showing that this person was entitled to administer the affirmation.

HON. MR. KAULBACH—It seems to me that it is an unusual practice to adopt. At the same time I have no objection. I believe he is what he represents himself to be, from the information I have received.

I move that the petition of John Graham, of the City of Ottawa, in the County of Carlton, Province of Ontario, and Dominion of Canada, Inn-keeper, praying for the passage of an Act to dissolve his marriage from Sarah Ann Graham, be now read and received.

HON. SIR. ALEX. CAMPBELL—Perhaps in making that motion the hon. gentleman had better allow it to be recorded that he stated in his place that the person representing himself as a commissioner was such ; that he had made enquiries and found it so.

HON. MR. DICKEY—That is the correct course.

HON. MR. KAULBACH—I have no objection.

The motion was agreed to, and the petition was read.

THE STANDING COMMITTEES.

MOTION.

HON. SIR ALEX. CAMPBELL moved that the Sessional Committees be composed respectively as follows :—

JOINT COMMITTEE ON THE LIBRARY.

HON. WILLIAM MILLER, *Speaker*

Hon. Messrs.

ALEXANDER,
ALLAN,
ALMON,
BAILLARGEON,
BELLEROSE,
BOUCHERVILLE, DE,
HAYTHORNE,
LACOSTE,
MACPHERSON,
MASSON,
ODELL,
PLUMB,
POWER,
RYAN,
SCOTT,
TRUDEL, and
WARK.

JOINT COMMITTEE ON PRINTING.

Hon. Messrs.

FERRIER,
GUEVREMONT,
HAYTHORNE,
KAULBACH,
MCLELAN,
MCMILLAN,
MACFARLANE,
NORTHWOOD,
OGILVIE,
PELLETIER,
READ,
SIMPSON,
SKEAD,
VIDAL, and
WARK.

BANKING AND COMMERCE.

Hon. Messrs.

ALLAN,
ARCHIBALD,
BELLEROSE,
BENSON,
BOTSFORD,
BOUCHERVILLE, De.
CAMPBELL, Sir Alex.
CARVELL,
CHAPAIS,
COCHRANE,
FERRIER,
HAMILTON,
LACOSTE,
LEWIN,
MACINNES, *Burlgt'n*,
MACPHERSON,
MCMASTER,
ODELL,
PAQUET,
PELLETIER,
PLUMB,
RYAN,
SIMPSON,
SKEAD,
SMITH,
THIBAUDEAU,
TRUDEL,
TURNER,
VIDAL, and
WARK.

RAILWAYS, TELEGRAPH AND HARBORS.

Hon. Messrs.

ALEXANDER,
ALLAN,
BOUCHERVILLE, De.
CAMPBELL, Sir Alex.
CARVELL,
CHAPAIS,
COCHRANE,
DICKEY,
FERGUSON,
FERRIER,
HAMILTON,
KAULBACH,
LEONARD,
McLELAN,
McKAY,
McKINDSEY,
MACDONALD,
MACINNES,
MACPHERSON,
MONTGOMERY,
MUIRHEAD,
NELSON,
OGILVIE,
PLUMB,
POWER,
RYAN,
SCOTT,
SKEAD,
SMITH,
STEVENS,
SUTHERLAND,
TURNER, and
VIDAL.

CONTINGENT ACCOUNTS.

Hon. Messrs.

ALEXANDER,
ARMAND,
BENSON,
BOTSFORD,
CAMPBELL, (Sir Alex)
CHAFFERS,
CORMIER,
DICKEY,
FLINT,
GIRARD,
GRANT,
HAMILTON,
LEONARD,
McLELAN,
McINNES (B.C.)
McKAY,
McKINDSEY,
McMASTER,
McMILLAN,
MACFARLANE,
MACPHERSON,
MASSON,
NELSON,
ODELL,
O'DONOHOE,
PELLETIER,
POWER,
POZER,
READ,
ROBITAILLE,
RYAN,
SCOTT,
SKEAD,
SMITH and
VIDAL.

STANDING ORDERS AND PRIVATE BILLS.

Hon. Messrs.

ALMON,
ARCHIBALD,
ARMAND,
BELLEROSE,
BOTSFORD,
CAMPBELL (Sir Alex.),
CARVELL,
DEBLOIS,
DEVER,
FERRIER,
FLINT,
GIRARD,
GLASIER,
GRANT,
GUEVREMONT,
HAYTHORNE,
HOWLAN,
LACOSTE,
McINNES, (B. C.),
McKAY,
McMILLAN,
MACFARLANE,
MASSON,
MONTGOMERY,
NELSON,
ODELL,
OGILVIE,
O'DONOHOE,
PAQUET,
PELLETIER,
POWER,
POZER,
READ,
REESOR,
SCOTT,
SUTHERLAND and
TRUDEL.

REPORTING DEBATES.

Hon. Messrs.

BOUCHERVILLE, De,
HAYTHORNE,
HOWLAN,
MACFARLANE,
PLUMB,
SCOTT,
THIBAUDEAU,
TRUDEL and
VIDAL.

OFFICIALS TO GIVE EVIDENCE IN CHANCERY.

PETITION.

HON. SIR. ALEX. CAMPBELL—Before the House adjourns, I wish to say that a petition was presented to the House just now by the hon. member from Niagara praying that one of the officers of the Senate might be allowed to go before a master in chancery to give evidence in a certain case. The petition in its regular order would not come up to be read before the day after to-morrow, but I am informed by the hon. member from Niagara that a commission for the purpose of taking this evidence has arrived, and the commissioner is ready, and the parties are anxious to get the testimony to send to Toronto, inasmuch as the case is to be heard on Saturday. I do not know whether, under the circumstances, the House will agree to let the petition be read immediately, in order that my hon. friend from Niagara might have an op-

portunity of making a motion in regard to it, which motion I presume would be that the proper officers be allowed to attend to give evidence.

I see no reason, if the House thinks proper, why the petition should not be read now, and let the House take such action as they see fit upon it.

HON. MR. PLUMB—I move that the petition be read.

HON. MR. POWER—Would it not be better to move the suspension of the rule first?

HON. MR. PLUMB—I move the suspension of the rule.

THE SPEAKER—What rule?

HON. SIR ALEX. CAMPBELL—There is no rule on the subject. There is a usage of the House which requires that a petition lie upon the table of the House for one day before it is read.

THE SPEAKER—Is any permission of the House required to let an official attend to give evidence?

HON. SIR ALEX. CAMPBELL—Yes.

THE SPEAKER—I would like to know what rule it is.

HON. MR. PLUMB—This is in the Langtry *vs.* Dumoulin rectory case in Toronto. There is a barrister here to take the evidence of the Clerk of the House of Commons. He wishes also to examine an officer of this House to know whether there are any records of the old Parliament of Canada, which may bear on the case, and he asks permission of the Senate to allow that officer to appear before Mr. Cassells, the Commissioner here, and as the case comes up for hearing on the 2nd February, he is anxious that the order should be granted without delay. If the Senate will give their permission I would like to make the proper application and proper motion.

THE SPEAKER—Is it the pleasure of the House to grant the permission required.

Agreed to.

The Petition was then read.

HON. MR. DICKEY—The application is only that he be "permitted;" I think it should read "ordered."

HON. SIR ALEX. CAMPBELL—I think he ought to be ordered to go, inasmuch as he is asked to produce records belonging to the House, and, of course, he would not take the responsibility of producing such documents without being instructed to do so. I think, therefore, that "order" is the better word to use.

The Senate adjourned at 4.05 P.M.

THE SENATE.

Ottawa, Tuesday Jan. 29th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

PRIVATE BILLS.

TIME FOR INTRODUCING EXTENDED

HON. MR. HOWLAN presented the second report of the Committee on Standing Orders and Private Bills, recommending that the time limited for presenting private bills be extended to Saturday, the 9th of February next, and moved the adoption of the report.

The motion was agreed to.

A PROPOSED ADJOURNMENT.

NOTICE OF MOTION.

HON. MR. MCKAY—It appears to me that from the condition in which the business of the session stands, it would be well to adjourn for a few days. In conversation with several members of the House, I find that there is a feeling of that kind. I therefore give notice that when the House adjourns on Friday next, I will move that it stand adjourned until Wednesday, the 13th of February next, at 8 p. m.

THE GRAHAM DIVORCE BILL.

FIRST READING.

HON. MR. KAULBACH introduced Bill (A) "An Act for the relief of John Graham."

The Bill was read the first time.

HON. MR. KAULBACH moved

That the said Bill be read a second time on Thursday, the Fourteenth day of February next, and that Notice thereof be affixed on the doors of this House, and Senators summoned, and that the said John Graham may be heard by his Counsel at the second reading, to make out the truth of the allegations of the said Bill; and that Sarah Ann Graham may have a copy of the said Bill, and that notice be given to her of the said second reading, or sufficient proof adduced of the impossibility of so doing, and that she be at liberty to be heard by Counsel what she may have to offer against the said Bill, at the same time; that the said John Graham do attend this House on the said Fourteenth day of February next, in order to his being examined on the second reading of the said Bill; if the house shall think fit whether there has or has not been any collusion directly or indirectly between him and his wife or any other person or persons touching the said Bill of Divorce, or touching any action at law which may have been brought by him against any person for criminal conversation with her, the said John Graham's wife, and also whether at the time of the adultery of which he complains she was by deed or otherwise by his consent living separately and apart from and released by him, as far as in him lay, from her conjugal duty, or whether she was at the time of such adultery, cohabiting with him, and under the protection and authority of him as her husband.

He said:—This resolution is in conformity with the 76th rule, and also with the precedents on the Journals of the Senate.

The motion was agreed to on a division.

The Senate adjourned at 3.45 p. m.

THE SENATE.

Ottawa, Wednesday, Jan. 30th, 1884.

The SPEAKER took the Chair at three p. m.

Prayers and routine proceedings.

THE GRAHAM DIVORCE BILL.

MOTION.

HON. MR. KAULBACH moved:—

That the Order for the second reading of the Bill intituled: "An Act for the relief of John Graham" on Thursday, the Fourteenth day of February next, be discharged from the Orders of the Day for that day, and that the said Bill be read a second time on Friday, the Fifteenth day of February next, and that notice thereof be affixed on the doors of this House, and the Senators summoned; and that the said John Graham may be heard by his Counsel at the second reading to make out the truth of the allegations of the said Bill; and that Sarah Ann Graham may have a copy of the said Bill, and that notice be given to her of the said second reading, or sufficient proof adduced of the impossibility of so doing, and that she be at liberty to be heard by Counsel what she may have to offer against the said Bill, at the same time; that the said John Graham do attend this House on the said Fifteenth day of February next, in order to his being examined on the second reading of the said Bill, if the House shall think fit, whether there has or has not been any collusion directly or indirectly on his part relative to any act of adultery that may have been committed by his wife, or whether there be any collusion directly or indirectly between him and his wife, or any other person or persons, touching the said Bill of Divorce, or touching any action at law which may have been brought by him against any person for criminal conversation with her, the said wife of the said John Graham; and also whether at the time of the adultery of which he complains she was by deed or otherwise by his consent living separately and apart from and released by him, as far as in him lay, from her conjugal duty, or whether she was at the time of such adultery, cohabiting with him, and under the protection and authority of him, as her husband.

The motion was agreed to.

AN EXPLANATION.

HON. SIR ALEX. CAMPBELL moved that the Senate do now adjourn.

HON. MR. BELLEROSE—Before the motion is agreed to I have a complaint to lay before this hon. House. The hon. Minister of Justice has misrepresented me, and I am sure that you will allow me to correct him, and vindicate my character. The hon. Minister in his reply to my remarks last Thursday said, (I quote from the official report):—

"The hon. gentleman is rather apt to vaunt "his courage in asserting the rights of his "nationality in this Chamber. I do not know "what the hon. gentleman may think on that "point, but I know in the ways and habits of "thought in which I have been brought up, "we do not consider it a proof of courage to "attack absent men. We consider it the re-"verse, and we are restrained by a feeling of "honor and delicacy from attacking those "who have not the means of replying. We "would fain see before us the men that we "attack."

Now, I will not impute motives to the hon. minister, but he knew I had no right of reply, and that any statement of his, whether right or wrong, I could not dispute, but this did not prevent him from repeating this year the same charges against me for which last year I rebuked him in the following words; I quote again from the official report:

"I had a perfect right to take this course "because Mr. Chapleau is no longer an ordi-"nary member of Parliament, but a minister "of the Crown. * * If that gentleman "does not understand that he must treat his "supporters properly, as they deserve, then "it is necessary he should be told so. It is "true Mr. Chapleau is not here, but in answer "to that argument, I may say, neither was I, "nor were the other gentlemen who were at-"tacked in New York.

"Had I spoken of Mr. Chapleau to-day as "he has spoken of me in New York, and not "named him, I would have been a coward "indeed, but I am not accustomed to that "kind of dealing. I always face a man and "tell him what I believe of him, and if Mr. "Chapleau had been here I would have told "him the same thing as I have already told "him under other circumstances."

"This is the first time, either in this or in "the other House, that a word has been utter-"ed by me against the hon. Secretary of State, "and I have only spoken now because I have "been attacked and slandered."

Such was my answer last year. Such would have been my answer this year, had not the hon. Minister taken exception to my being heard by the House. I leave it to hon. members to appreciate this conduct in the part of the hon. leader of the Senate, and will add some more evidence: during the recess of Parliament, last summer a grand meeting was called at St. Laurent, in the County of Jacques Cartier. It was announced that Mr. Chapleau would be there to meet his opponents, and any of those who had attacked him. I attended the meeting and stood on the platform near Mr. Chapleau during his speech which was the first one made, he having asked to be the first speaker. It was arranged between my friends and myself that I should follow him, I had with me all documents which I thought would be necessary for the occasion. Mr. Chapleau spoke for one hour, and did not attack me at all. In fact he never mentioned my name until the close of his speech, and then it was to appologize to me, and pledge me his honor that he had never had any intention of attacking me in his New York speech. I was bound to accept Mr. Chapleau's word, and did so, and consequently the personal question between us was at an end.

The next day a report of the meeting appeared in the newspapers, and in some of them I find the following:

"Mr. Chapleau complained of the attacks "made against him by his old conservative "friend. He never had any intention what-"ever of attacking the hon. Mr. Bellerose in "his speech in New York.

"Wicked wretches no doubt, contend that "Mr. Chapleau preferred that Mr. Bellerose "would not speak and that he made such an "apology to prevent him from doing so."

Those few sentences clearly show that I exercised all due diligence during the last electoral campaign in Quebec to meet Mr. Chapleau and settle the personal difficulties existing between us, and that the hon. leader of this House misrepresented me when he gave it to be understood that I dared not meet Mr. Chapleau face to face. So much for the personal question, to which I did not even allude this year as I confined myself entirely to the political question, and to them the hon. Minister referred in the following words:

"If the hon. gentleman, (Mr. Bellerose) "wished to attack Mr. Chapleau, why did he "not seek a position in the other House, and "meet him face to face." * * *
"I say that the attack is unwarrantable, and "if made in the other House, he would be "called upon to answer for it."

As to the advice contained in these words, that I should seek a position in the other House and meet Mr. Chapleau there, or that I should not attack him, I would certainly be called to order if I was to appropriately *qualify* this advice of the hon. Minister—advice which seems to convey the idea that no member of this House should attack in his official capacity any individual minister of the Crown who has not a seat in this Chamber. It is

true that the hon. Minister tried to strengthen his position by adding that I had not stated, "*that anything* had been "done by Mr. Chapleau, since he became "a member of the Government, or since "he has been given a seat in the other "branch of this Legislature, calling for "any remark such as he (Mr. Bellerose) had used."

But this argument of the hon. Minister only shows the weakness of his position. Did I not state when Mr. Chapleau was received into Sir John Macdonald's Cabinet, he obtained a promise from the Premier that Mr. Mousseau would be elevated to the Bench, at a later period. Will the hon. leader of the Senate pretend that no member of this House has a right to criticize such acts of the Government? Certainly not.

I may state for the information of the hon. Minister and of the Senate that I have had now and then, during the last sixteen years, several occasions to meet the hon. Secretary of State at public meetings, and that I would not at all be surprised if I was told that it was the recollection of what had then resulted, that determined this hon. gentleman to come to St. Laurent, on the 6th September last, with an escort of some few hundred men, some of whom were employed in several parts of the Province by government contractors, such as Messrs Beemer, Connoly, McNamee, &c., while others were common sailors who had been found in Montreal and brought to St. Laurent, the whole of them at a great expense. Yet after making all those efforts, Mr. Chapleau could not boast of having controlled the meeting, as he could not crush his adversaries by brute force, but on the contrary had to apologize, as I have already shown.

There are within the reach of my voice at this moment some hon. Senators who were present at that meeting. They saw all that passed during that memorable day. I invite them to deny those facts if they can.

Before resuming my seat I beg to add that I am the last man in this House to vaunt my courage. On the contrary I have always acknowledged that I was no bully and that I left it to dogs to fight, reserving myself for the discussion of questions in a proper manner. I do take a certain pride in shewing some independence as a public man and that I cannot be bribed, but surely that is not what a gentleman occupying the position the hon. member holds, intended to criticize and belittle.

I frankly admit that during the eight years I have had the honor of holding a seat in this Senate, I never have had occasion before the hon. Minister took the floor on Thursday last, to notice any act of cowardice in this House, except once. That was, when a few years ago, a prominent member rose in his place and in violation of all the rules of this House did his best to humiliate an hon. Senator whose state of health inspired every member of this body with compassion and sorrow. I do not know what the hon. gentleman I allude to may think on that point, but I know that according to the ways and habits of thought in which I have been brought up, we do not consider such conduct a proof of courage. We consider it rather the reverse, and we are restrained by a feeling of honor and delicacy from attacking those who deserve pity and not anger.

I regret that the hon. Minister has seen fit to use such language the more so as I feel sure it has been inspired by men who are no truer to their friends than they have been to their country.

The motion was agreed to and the House adjourned at 3.45 p. m.

THE SENATE.

Ottawa, Thursday, January 31st, 1884.

THE SPEAKER took the Chair at 3 o'clock p. m.

Prayers and routine proceedings.

AN ADJOURNMENT.

MOTION.

HON. MR. MCKAY moved that when this House adjourns on Friday next it do stand adjourned until Wednesday the 13th February at 8 o'clock p. m.

HON. MR. POWER said it was unusua for a motion of this kind to be made without either the mover or seconder giving good reasons for asking the House to support it.

HON. MR. HAYTHORNE protested against these annual adjournments in the early stage of the session. There never was a greater reason for protesting against the practice than at the present time, for besides the business of which notice had been given by private members, there was the ordinary routine business of the House and the public business must necessarily suffer by so long an adjournment as was proposed in this motion. For instance, he held in his hand a summons to attend the Joint Committee on Printing to take into consideration the important question of the printing of Parliament, the contract for which was about to expire, and it was quite necessary that timely measures should be taken to provide for the printing in the future. A meeting of the Committee had been called for to-morrow, and no one could tell whether there would be a quorum present, or whether there would not be an adjournment until a future day, and the adjourned meeting might take place during the recess of this House when the Senators would be scattered over the country. He thought these lengthy adjournments were not at all calculated to increase the prestige of the Senate, or to enable it to maintain that standing which, in his judgment, it ought to possess in the eyes of the people.

HON. MR. KAULBACH endorsed the remarks of his hon. friend from Prince Edward Island. Such motions as these should emanate from the leader of the Government, and unless the Minister of Justice would say that the business of the House would not be injured by this prolonged adjournment, he would vote against it. He regretted to find that this motion had come from an hon. member from Nova Scotia. The Nova Scotians had never heretofore asked for anything of this kind; they were exemplary in their devotion to the public business, and he did not believe the motion originated with the hon. member from Colchester, but had emanated from some other source.

HON. MR. MASSON said the Government should know in what position the business of Parliament was at present, and if the leader of the House would say that the public business would suffer in the least degree by the adjournment he would vote against it.

HON. MR. READ said the adjournment only covered seven of the sitting days of this House. It was customary every session since he had the honor of a seat in the Senate, to have an adjournment in the early part of the session until business began to come up from the Lower House.

HON. SIR ALEX. CAMPBELL assured the House that the public business would not suffer by this adjournment; if he thought it would, he should at once advise the Senate not to assent to the resolution; but the truth was the public business would not suffer at all, and he was in a position to judge, nor did he believe it would have the effect of prolonging the session. It did occur to him that it might be some inconvenience to private business, and thinking it his duty to ascertain what that effect would be, he had made some inquiry with regard to it. He found that there had been presented since the beginning of the session 25 petitions for private Bills. Of these, six had been dealt with, and four more would be dealt with to-morrow. Of the remaining 15 the notices had either not expired, or the newspapers containing the notice had not been sent in. It was a choice now between meeting daily and having very little to do, and adjourning.

HON. MR. POWER said that as the hon. Minister of Justice had assumed the responsibility on behalf of the Government, and had stated that the public business would not suffer by the adjournment, he would not say very much against it, but he wished to ask the hon. Minister of Justice if the resolution of the hon. member from Colchester should not be amended to provide that the committees of the House could sit during the adjournment.

HON. SIR ALEX. CAMPBELL said it was not necessary, as the Committees of the House had the right to sit during recess.

HON. MR. PLUMB said that in the absence of any explanation from the Leader of the Government as to the state of business, he would have opposed the resolution, but after the explanation just given he did not see that anything could

be gained by doing so. He would ask whether the time for receiving petitions for Private Bills would not expire during the period of this adjournment as if so, some provision ought to be made to meet this difficulty.

HON. SIR ALEX. CAMPBELL said there were several matters which required to be taken notice of in case the resolution before the House carried, and for which he had some motions prepared.

The motion was agreed to.

PETITIONS FOR PRIVATE BILLS.

MOTION.

HON. SIR. ALEX. CAMPBELL moved:

That the time limited for presenting petitions for private bills which expires on Saturday the 9th of February, be extended to Tuesday, 19th day of February next.

The motion was agreed to.

PRIVATE BILLS.

MOTION.

HON. SIR. ALEX. CAMPBELL moved:

That the time limited for presenting private bills to the Senate which expire on Saturday the 9th of February, be extended to Tuesday the 19th day of February next.

HON. MR. POWER asked if the attention of the Minister of Justice had been called to the declaration made by the Chairman of the Committee on Standing Orders and Private Bills of the other House, that the committee had positively decided not to recommend any further extension of the time for receiving private bills beyond the 9th of February next.

HON. SIR. ALEX. CAMPBELL said he was not aware of that fact but as the Senate would not be sitting on the 9th of February it would be wiser to extend the time.

The motion was agreed to.

SENATOR DICKSON.

MOTION.

HON. SIR. ALEX. CAMPBELL moved:

That the order for the consideration of the report of the committee appointed to consider the orders and customs of the House, and privileges of Parliament on Friday the 8th day of February next, be discharged from the Orders of that day, and placed on the Orders of the Day for Tuesday the 19th day of February next.

The motion was agreed to.

SOREL BARRACKS PROPERTY.

MOTION.

HON. MR. GUEVREMONT moved:

That an humble Address be presented to His Excellency the Governor-General, praying that His Excellency will cause to be laid before this House, a copy of the Lease, in virtue of which the Richelieu and Ontario Navigation Company is in possession of the land upon which are built the Barracks situated in the Town of Sorel, in the Province of Quebec.

HON. MR. MACPHERSON—I can give the hon. gentleman the information for which he asks now, and probably it will be more acceptable to him, at all events he will get it earlier than if he waited until the Address is considered. The site of the wharves and barracks property at Sorel, is leased to the Richelieu and Ontario Navigation Company for 21 years, from July first 1874, the lease being renewable by mutual consent. The annual rent is $300.00 payable half-yearly, and it is paid up to November first, 1883. Consent was given to the Company on the tenth of October, 1882, to sub-let a portion of the land included in the lease above mentioned, to the Corporation of the municipality of the town of Sorel for the purpose of street extension, subject to the terms and conditions of the original lease, and for the purpose mentioned by the corporation.

The Senate adjourned at 3:30 p.m.

THE SENATE.

Ottawa, Friday, February 1, 1884.

The SPEAKER took the Chair at 3 o'clock p.m.

Prayers and routine proceedings.

FREE PASSES ON THE GOVERNMENT RAILROADS.

MOTION.

HON. MR. POWER moved:

That an humble Address be presented to His Excellency the Governor-General, praying that His Excellency will cause to be laid before this House, a return showing the number of free passes over the Intercolonial and Prince Edward Island Railways, or either of them, or any parts or sections of either of them, issued to persons not actually employed as officers or workmen on the railways in question or either of them, between the eighth day of October, 1878, and the thirty-first day of December, 1883, with the names of the persons to whom the same were issued.

He said: I propose, with the consent of the House to make two or three modifications in this motion before submitting it. I do not think there is any great necessity for enlarging upon the objections to any general granting of free passes over the Government roads. In the first place, the giving of free passes to the friends of the Government of the day is giving to those persons something to which they are not entitled, and giving it at the expense of the public, by whom the road is supported. That is one objection to it. Then it is an unfair discrimination in favor of certain friends of the authorities controlling the road against the general public who travel over it. Then again, it is a wrong to the road itself. The Intercolonial is a road which does not pay its own expenses at present. If it were a profitable road with a large surplus every year, there might be, perhaps, some excuse, although there would be no valid excuse, there might at least be some palliation for granting passes to the friends of the authorities who control the road. I think some of my hon. friends opposite smiled rather incredulously at my saying that the road does not pay its own expenses. At page 18 of the Report of the Minister of Railways and Canals, for the year ending 30th June, 1883, I find it stated that there was an expenditure on capital account of $1,616,632.96. The gross earnings of the road for the same year were $2,370,921.10, and the expenses which the Department have thought proper to charge to revenue account were $2,360,373.27, making a balance in favor of the road on revenue account of $10,547.83. Now, it will be seen that the road cost something more than $1,600,000.00 over and above what it brought in, and one item of this $1.600,000.00 amounting to $628,000.00, was for additional rolling stock. I think that the general practice of railways is that on equipping the road, the rolling stock in the first instance is charged to capital, but renewals of rolling stock which become necessary in the continuous running of the road, are charged, and, I think, very properly, to revenue account.

HON. MR. PLUMB—It is very often not the case.

HON. MR. POWER—My hon. friend will have an opportunity of producing accounts which show differently. There are repairs and improvements charged also, which under Mr. MacKenzie's administration were charged to revenue, and not to capital. At any rate, the fact is that the road has cost so much more than it has brought in, and consequently as the balance is on the wrong side on the whole of the year's transactions, there is no justification whatever for incurring additional unnecessary expense by giving passes to persons who have no particular right to them. It is only fair to say that there are certain classes of persons to whom passes may very properly be granted, and, in order that there may be no misapprehension as to my meaning, I shall enumerate the persons who I think are entitled to those passes—persons to whom passes have been granted from the beginning. Workmen and officers of the road whose business takes them constantly over it, necessarily require to travel free, as well as Post Office and Customs inspectors—officers whose duty obliges them to go from place to place. Then there is a practice which obtains all over the Continent that the Directors and Chief Officers of Railway, Canal, and Steamboat Companies shall be allowed to pass free over the roads of other Companies. Then I think a practice has grown up—at least it has been adopted in some instances where this Chamber has adjourned for a recess during the session of Parliament,— of furnishing the members with passes to go and come, if they wish to visit their homes. I think that that perhaps is a defensible

thing. (Laughter). I am glad hon. gentlemen are amused. I wish to be reasonable. I am never too virtuous; and I do not believe in being righteous over-much. But I may say this, that I have never availed myself of one of those passes, and I do not propose to do so unless in some very exceptional case. There may be some excuse for the issuing of passes in such cases. I do not say that it is a thing altogether to be approved. In these adjournments members are supposed to go home; and I think that, particularly where a member votes against the adjournment, he might be justified in availing himself of a free pass. It is not one of those cases with which I should be inclined to find much fault; although the practice referred to is one of which I cannot warmly approve. There is another case in which I think the Government are perfectly justified in issuing passes. There are a few members of the Civil Service who come from the Maritime Provinces and the lower portions of Quebec, and as their salaries are not very large, if they are expected to go home during their annual holiday, it is a very proper and reasonable thing that they should be furnished with passes over the road to and fro. There are also cases where in the interests of humanity it may be proper that passes should be granted. For instance, under the late administration, at the time of the great fire in St. John, when nearly one-half of the population of that city were rendered houseless, the railway department allowed persons leaving the city to find shelter elsewhere to pass over the road free.

I think I have enumerated all the classes who have any right to passes, and one class—the members of this House—who, perhaps, have not the right. This subject was before Parliament on a previous occasion. I find that in the year 1880 a return was brought down in answer to a resolution worded almost the same as that of which I have given notice. I may say, however, that I was not aware of this fact until after I had given my notice, and further that it is not satisfactory in its character. The order of the House of Commons asked for a return showing the number of free passes issued on the Intercolonial Railway and its branches during the years 1878 and 1879, and the names of the persons to whom such passes were granted. The return brought down did not correspond with the order. The order asked for a return of all free passes, and the return only showed the annual passes, which was not, I presume, what was looked for. Looking over this return in a somewhat cursory way I did not see any issued in 1878 to which objection could be taken, and only two or three in 1879. So far as I could see the only additional passes granted in 1879—annual passes—were passes granted to certain members of the Dominion Government and their families. I think that is somewhat objectionable. I think if a minister is travelling on the public service, he has a perfect right to pass free over the Government roads; but, if a minister and his family are travelling for pleasure, or going to a watering-place, I do not see why the country, which pays the minister a salary of $8,000, should also pay his travelling expenses and those of his household.

As I have already stated, I think the practice of granting these passes, except to the limited number of persons to whom I have referred, is very objectionable, and I am aware myself that they have been granted freely to persons who did not come under any of the classes mentioned. As far as I am aware, under Mr. MacKenzie's administration all persons except those who were entitled in the way I have already mentioned were obliged to pay, and some of those as well. I understand that Mr. MacKenzie was particularly strict on that point. Under the present administration a very considerable number of persons who have no special claim, as far as I can see, to passes over the Government railway, are allowed to travel free. I, myself, have seen persons who could not by any possible process of reasoning be shown to have any special title to travel free over the Intercolonial, exhibiting their passes to the conductors, and going free over the road—people who were better able to pay the passage money than I was. This was not at a time when Parliament was sitting, and there was no special reason for their having passes. One can understand that poor people, to whom $14 or $18 is a very considerable sum, and who may find it very desirable, or almost necessary to change their residence, or to travel on business, should

entertain feelings not of a pleasant charac ter, when they see people who are perfectly well able to pay their own way exhibiting passes, while they themselves are obliged to pay out their hard-earned money.

I just wish to call the attention of the hon. Minister of Justice particularly to this point; that in asking for this return I am not so anxious to have a return of the annual passes, although that is desirable, and will no doubt be interesting, as of the persons to whom passes for a shorter time have been issued, such as short-trip passes, and free return tickets, without showing which the return would be of comparatively no value. I think that in a great many instances persons are allowed to make single trips, or to go and return over the road, while the abuse is probably not so great in connection with the annual passes.

In this House, however it may be in the other Chamber, the Opposition have not asked the Government for many returns; and I hope that the Minister will be kind enough to use his influence to have this return brought down before the session ends. Having found that this return had been brought down in the other House, I was going to alter the wording of my resolution, so as to give as little trouble as possible to the Department, and to make it read from the 31st December, 1879, or, if the Government prefer it, for the sake of comparison, I shall take the years 1878 and 1883—if the Government think it desirable to save labor in the Department. If, however, the Government prefer—as I understand from the M nister of Justice—to go back to the beginning of the year 1874, and to take all the years of both the former and the present administrations, I have no objection.

HON. SIR ALEX. CAMPBELL—Yes—we prefer to take it from 1874.

HON. MR. POWER—I wish to add a few words to the resolution in order to prevent any such unsatisfactory return coming down as in 1880. I would insert these words at the end: "with the names of the persons to whom, the dates when, and the times or occasions for which the same were issued;" and acting on the suggestion of the hon. Minister of Justice I would alter the dates so as to read thus: "between the 1st day of January 1874 and the 31st December 1883."

HON. MR. SCOTT—The railway was not open in 1874.

HON. SIR ALEX. CAMPBELL—Make it from the opening of the railway. The Government have no objection to the address in the shape in which the motion is now made. The amendment is one which, from the remarks of the hon. gentleman, is very necessary, inasmuch as his original motion contemplated a contrast between what was done during the MacKenzie administration, and during the present one. Then I think he is mistaken as to the accounts. I read here the other day in the course of the debate on the Address a return from the department, showing that the Intercolonial has not been working at a loss for the last three years, but at a profit for the year 1879–80 of $542.00; for 1881 of $6,000.00; and for last year of $10,000.00 and some odd dollars. The hon. gentleman now says that that result may be produced by some change in the mode of keeping the accounts, but such is not the case. There is no difference in the mode of keeping the accounts now from what it has been; neither is it usual for railways to charge to revenue account additions to the rolling stock. Repairs required to maintain the efficiency of the railway are charged to revenue accounts, but where the increase of traffic renders additional rolling stock necessary that is charged to capital account, not only on the Intercolonial road, but on other railroads. If the hon. gentleman looks more closely into the matter, I believe we will find that the Intercolonial Railway accounts are kept in just the same way as other railroad accounts, and that for the last three years the road has been worked at a profit over working expenses.

The motion was agreed to.

The Senate adjourned at 3.30 p.m.

THE SENATE.

Ottawa, Wednesday, 13th Feb., 1884.

The SPEAKER took the chair at eight o'clock p.m.

Prayers and routine proceedings.

EXPORT DUTIES ON HAY.

INQUIRY.

HON. MR. MCCLELAN rose to inquire of the Government what steps (if any) have been taken to secure Canadian hay exporters return of duty illegally extracted by the customs officials of the United States.

He said: I have been induced to put this notice upon the order paper by the fact that in some portions of the Dominion, at any rate in all the Provinces joining the United States market, shippers of hay have discovered from the newspapers, or from some other sources, that in the United States, by some decision of the Court, it has been ascertained that the duties levied upon hay have been larger than the Statute allowed, and that consequently a re-fund was obtainable there. The Canadian shippers, as far as I have any information, have not derived any advantage from that decision—if it be a decision as alleged—and considerable anxiety prevails amongst them upon the question; and, as I have no doubt, the matter has been brought to the notice of the Government it has prompted me to inquire what steps have been taken towards obtaining a re-fund on Canadian hay.

HON. SIR ALEX. CAMPBELL—In reply to my hon. friend I beg to say that this Government brought the subject under the notice of the Government of the United States through the proper channel, and the result was the reception of information from the Minister at Washington, and the enclosing of a circular to the various persons who had suffered in this matter. The circular, which has been sent by Mr. Folger, one of the officers of the Treasury Department of the United States, says amongst other things:—

"In reply I have to state that by a ruling of this Department made some years since, hay was declared to be liable to duty at the rate of 20 per cent. *ad valorem*. Some parties, dissatisfied with the decision, filed protests and appeals, under Section 293 of the Revised Statutes, and brought suits for the recovery of the difference between 10 per cent., the rate claimed, and the 20 per cent. enacted. One of these suits was tried in the Northern district of New York last year, and it resulted in sustaining the claims of the importer, that the lawful duty was ten per cent."

Upon this being received, application was again made with a view of ascertaining how the matter had better be disposed of, and finally instructions were received informing us that the better way would be to allow the matter to come before the Treasury Department of the United States, and that was the result of a deputation which waited on the Secretary of State. I fancy there is no doubt that the claim will be made, and the question seems to be now whether it shall be at the instance of individual claimants, or at the instance of the Government of the Dominion.

The Senate adjourned at 8.20 p.m.

THE SENATE.

Ottawa, Thursday, Feb. 14th, 1884.

The SPEAKER took the Chair at three p. m.

Prayers and routine proceedings.

NEW SENATOR.

HON. JAMES G. ROSS, the newly appointed Senator from Quebec, was introduced by Hon. Sir Alex. Campbell and Hon. Mr. Chapais, and having signed the roll took his seat.

SCHOOLS OF MILITARY INSTRUCTION.

ENQUIRY.

HON. MR. DICKEY rose to call attention to the expediency of an additional School of Military Instruction, for the accommodation of Nova Scotia and

Prince Edward Island, being established by the Government in some convenient locality on the mainland.

He said: My object in calling attention to this matter is to elicit an expression of sympathy, and, I trust, of support from the members of this House, as well as of the Government, in what I deem to be a simple act of justice to the people of the Eastern Provinces. Nova Scotia and Prince Edward Island are peculiarly situated, inasmuch as, with the exception of the narrow isthmus, which has been facetiously spoken of as having been left there to enable the Intercolonial Railway to get to Halifax, they are surrounded by water. If it is important to establish these schools of military instruction in the interior provinces of the Dominion, it is, *a fortiori*, important that they should be established in one of these two provinces which form the Atlantic seaboard of the Dominion. What is the situation at present? We have in the Province of Ontario a newly organized infantry school at Toronto, besides an A Battery gunnery school in Kingston, and the Royal Military College at the same place. In the Province of Quebec we have an infantry school in St. John's, and we have a cavalry school newly organized in Quebec, and also a B Battery gunnery school there. In the Province of British Columbia we have another, the C Battery school established there. The Province of British Columbia is very similarly situated to the province from which I come, inasmuch as it forms the Pacific seaboard of the Dominion on the west, as Nova Scotia and Prince Edward Island do the Atlantic seaboard of the Dominion on the east. There can be no possible objection—I certainly have no objection—to a military school being established in British Columbia, and I feel quite sure that the people of that enterprising province will not object that we should have the same facilities for military instruction in Nova Scotia and Prince Edward Island as prevail there; and surely if it be right to establish a military school in a province having some 50,000 people only, it is equally important to accomodate the people of two provinces which have a population exceeding theirs by 12 times the number. But there is an additional reason why some steps of this kind should be taken for our protection, especially in the Province of Nova Scotia, because we have there the harbor of Halifax, which, to be sure, is protected by fortifications, but what is the use of fortifications unless you have people to man them? And if it be important to have these schools of military instruction in other places, it surely is important, in view of the peculiar situation of Nova Scotia, as guarding the frontier on the Atlantic. We know that this is not a mere speculative idea. We know that it has been the declared policy of some members, and, I believe, of the leading member of Imperial Government that the military force at Halifax should be diminished, and acting on that we find that one of the two regiments stationed there is now under orders to embark for another place. We cannot shut our eyes also to the fact that in view of European complications the people of Nova Scotia, as guarding the frontier of the Dominion, may be left in the position that they were in former years, and under similar circumstances, in former wars when they had to be called upon to man those fortifications and protect the harbor of Halifax as the key of the Dominion. I ask this in the first place upon the ground that it is the law of the land. I ask it upon the ground that by the Act of 1873 it was provided in the 55th section that "for the purpose of enabling officers of the militia or candidates for commission or promotions in the militia to perfect themselves in the knowledge of their military duties, drill and discipline, there may be established schools of military instruction in each province of the Dominion, and for that purpose arrangements may be made, etc."

I ask it for another reason, that in the present year the commanding officer of the militia, Major General Luard, has strongly recommended it, and that recommendation has received the approval of the Minister himself, because I find that after alluding to that report with commendation he adds that the facilities which will be given hereafter to officers of all ranks, and in each arm of the service, to acquire a thorough knowledge of their duties by attending the schools of instruction which are now being formed will have a most beneficial effect. I trust I need not present to the House any further reasons for asking that this

shall be done than those which I have already given, but I should like to call attention to the position of Nova Scotia and Prince Edward Island particularly. I have stated what has been done in other provinces, and it is now my duty to inform the House, as they are perhaps already aware, that there has been no military school established in Prince Edward Island or Nova Scotia, and no school which is accessible to either of these provinces except at very great inconvenience. I am told that a school has been established in New Brunswick, at Fredericton. Now, where is Fredericton? It is at the remote western end of the Province of New Brunswick, and I think I shall be able to satisfy the House by a few figures that that school so far, even, from accommodating the Province of New Brunswick is not nearly so convenient as a school established in some part of Nova Scotia would be to the great eastern portion of the Province of New Brunswick. Where is Fredericton? I have already said it is in the extreme western corner of New Brunswick; it is 205 miles from the nearest point of the Nova Scotia border; it is between 250 and 300 miles from the nearest point of access on Prince Edward Island, and it is some 350 miles from Halifax, and I think nearly 500 miles from Sydney, C. B. But, more than that, it is from Bathurst, which is the Capital of the County of Gloucester which lies nearly at the foot of the Bay of Chaleur (and on which also borders the large and important County of Restigouche) still further away to the westward; Fredericton is some 281 miles from Bathurst. It is therefore 100 miles nearer to Amherst in Nova Scotia than Fredericton would be in its own Province. Therefore this school, if I should succeed in getting the Government to act upon the powers given to them by the law, will be to that extent a greater accommodation to the people of the whole eastern part of New Brunswick than the existing school in Frederiction. I might premise that the military commander last year recommended that the school should be established at Moncton. The Government, for what reason I know not, preferred not to act upon that recommendation, but to go to Fredericton. I know very well the reason why that was done, and it is right that I should state it: it is that there were there already some old barracks which had been left by the British regiments now departed from our shores, and the Government availed themselves of those barracks in order to utilize them for the Military School. That may be all very well, but, as I shall show presently, we are confronted at once with the fact that these are old buildings, and that they require to be repaired, and there is actually a provision in the Estimates of this year to begin that process; whether it would not have been really good policy to have allowed those barracks to be swept from off the face of the ground and to be replaced by new buildings, is a question. But had they established the Military School at Moncton, which is accessible from all parts of New Brunswick, and at the same time is accessible to Nova Scotia, (because it is only 46 miles from the border,) and also to Prince Edward Island, there would possibly have been no excuse for the application which I am now making. But in the wisdom of the Government that has not been done, and they are providing solely for the Province of New Brunswick in a most inconvenient way, because the school only accommodates about half the province, and leaves the remaining part of the province to be accommodated much more readily by a school in Nova Scotia. I find that in the Estimates of the present year there is in the item for military building, repairs and improvements $35,700 of an increase over the vote of last year. A great part of it, no doubt, is intended to supplement the inefficient and inconvenient character of these barracks, so called, in Fredericton. Then we have for the pay and maintenance of A. B. and C. Batteries, Royal Schools of Gunnery at Quebec, Kingston, and Victoria, B. C., an increase of $27,000, and for cavalry and infantry schools—pay maintenance and equipment—an increase of $21,000. Under these circumstances, it can hardly be said that I am suggesting anything very unreasonable when I say that we should have an equal right to the establishment of a military school in Nova Scotia, for the use of that province and Prince Edward Island. From the expressions of opinion in the press, and from numerous letters which I have rereceived, I have every reason to know that

a very strong feeling exists in those provinces upon that question, and I do think that it is nothing more than a simple act of justice to Nova Scotia and Prince Edward Island, that something in this direction should be done; I therefore trust that I need no apology in asking from the Minister of Justice some assurance as to whether the Government intend during the present year in any supplementary estimate to introduce an item for the establishment of a military school in some central locality on the mainland.

I have already said, I think, if not I will now say, that the general commanding has recommended Truro as the place. That is entirely a subsidiary question, it is to me of no consequence where the school is placed so long as it will be in such a position as will best accommodate the people of Nova Scotia and Prince Edward Island; and in saying what I have said about the recommendation of General Luard, I think I can give no higher authority to this House, for whatever his shortcomings may have seemed to be in the past by some hon. members, I think I am justified in saying that his single object has been to improve the discipline and efficiency of the military forces of this country.

HON. MR. ODELL—I do not know that it is quite in order to discuss a matter of this kind at this stage of the proceedings, but I cannot very well remain silent after the remarks the hon. gentleman has made with regard to Fredericton and the Province of New Brunswick. I will go heartily with him in his efforts to establish a military school for Nova Scotia, and for Prince Edward Island, too, if necessary; but I think he might have been content to rest his arguments on the Act to which he has referred, and on the recommendation of the gentleman in command of the militia, without attempting to depreciate not only the position of Fredericton, but also the buildings now occupied for the purposes of the School. With regard to the position of Fredericton, it is the capital of the Province; it is easily accessible from all parts by rail, and there can be no difficulty whatever in the way of persons, who are anxious to take advantage of the school, reaching it. With regard to the buildings, I can tell the hon. gentleman and this House that instead of there being merely those old buildings which were left there by the British Government when they took the troops away, there are most substantial stone buildings with accommodation for a full regiment, or, in fact even for two regiments, and, in addition, stone buildings for the accommodation of officers, and a large extent of ground, which affords space for drilling to any extent whatever. Under these circumstances, I think the Government acted very wisely in fixing upon that situation for the military school. With regard to the repairs, certainly there were some required, chiefly to the roofing of a few of the buildings. That has already been effected, and there can be no reason whatever why the hon. gentleman should depreciate the place which has been selected for the school. With regard to Fredericton being inaccessible to portions of Nova Scotia, it is very true that it is—I do not say inaccessible, but it is not within a very short distance of them. At the same time, supposing Moncton had been chosen, I very much question whether the hon. gentleman, or the people of Nova Scotia, would be satisfied with the location; they would still claim that it ought to be at Halifax. Now, with regard to the establishment of a military school at Halifax, I am one of those who contend that there should be an artillery school there. That has been done in British Columbia, where a school for artillery has been established. The hon. gentleman is quite correct in saying that the fortifications at Halifax will have to be manned very soon by Canadian troops, or, at any rate, that we will have to assist the British troops there. I think, therefore, that Halifax, or some place in its neighborhood, should be chosen for the establishment of a college, and that it ought to be a school for gunnery, instead of one like the college at Fredericton.

HON. MR. HAYTHORNE—In rising to support the motion of my hon. friend from Amherst, I wish to make a few remarks. I am not, myself, one of those who think the resources of this country are wasted in promoting the formation and discipline of a volunteer militia. I am of the opinion myself, that it is not wise for any country to neglect the training of its

youth, to a certain extent, in military exercises, even though we should be surrounded by the most peaceable neighbors, as we are at present. We never know when an evil day may come. If it should so happen that a generation should live and pass away without the practice of military exercises of any sort, we must be perfectly conscious of the fact that the military instinct would die out of the population completely, and they would have to commence *de novo* at anything like military organization to defend themselves from attack, within or without. If necessary, I might point to many examples which have occurred in our own history, occasions when well educated and well drilled English officers have, in different parts of the world, organized irregular levies, which levies perform admirable service in the time of war, and it is in consequence of having available a force of officers properly educated, and non-commissioned officers for drilling purposes that Great Britain has been able to accomplish so much in her different wars, with irregular troops. With reference, especially to the people of Prince Edward Island, I may say that their military instinct is rather strongly developed. Descended as they are from the people of the three kingdoms, in proportions, perhaps not very far from equal, they all love military display and military exercises, and those who have seen them under arms in Charlottetown and vicinity on such occasions as the visits of Governors General or other distinguished personages, have always been struck with their remarkably fine appearance. They are excellent marksmen, and in proportion to the opportunities they have had, they are certainly a most admirable body of volunteer militia. But I must say I think that in order to foster that spirit, and in order to produce officers thoroughly understanding their business, it is quite necessary that such military schools as are spoken of by my hon. friend should be established, and located within easy reach of that province. Otherwise it seems to me not improbable that in a distant place, such as Fredericton, comparatively few will be disposed to avail themselves of what must be esteemed as a privilege. I listened with some attention to the hon. gentleman who last addressed the House, and I must confess his argument did not commend itself to my judgment. The simple possession of some old barrack buildings does not seem to me to be of sufficient importance to outweigh the arguments brought forward by my hon. friend from Amherst. I do not suppose that the number of young men who will ever be assembled at the military school in Fredericton will be sufficient to occupy even a considerable portion of the barracks alluded to, and consequently there would be a large amount of room unused there which, I imagine, would have a chilling effect on the minds of the young men assembled there. They would be apt to contrast the present condition of affairs there with what they had been in the past. It seems to me that if buildings were constructed in other places which have been mentioned they would be likely to attract more students than the old, though time-honored buildings which have been the home of British regiments in times past. I have not had myself an opportunity of testing public opinion in Prince Edward Island on this question, but my impression is that to the people of that province, especially those who are enrolled in the volunteer militia, a military school within easy reach of their shores would be more acceptable than one more distant. For that reason I support the position taken by my hon. friend from Amherst.

HON. MR. WARK—I agree with my hon. friend on my right (Mr. Odell) that Fredericton is easy of access from all parts of the country. I do not know from what points the hon. gentleman who brought up this question made his measurements in estimating the distance to Fredericton. One would think that it would be necessary to travel on snow-shoes or by stage-coach to reach Fredericton in these days. So far as the people of Prince Edward Island are concerned, their route, after landing on the main land, is generally through New Brunswick, no matter what direction they are going. The shortest route to the Island is through New Brunswick by way of Shediac and Summerside. When people from the Island land at Shediac they can reach Fredericton in six or seven hours, and they would not get to Truro in much less time. I do not know that they would save two hours in going to Truro—scarce-

ly one hour. There is no use counting those extensive distances now as we did long ago when we had to travel by stage-coach in summer and on snow-shoes in winter. The hon. gentleman may think that Fredericton is not a considerable place : I think it is quite as considerable a town as the one he advocates, Truro.

HON. MR. DICKEY—We want one for Nova Scotia.

HON. MR. WARK—Nova Scotia wants everything. The military school was established at Fredericton because it so happened there were very substantial buildings there, and I do not agree with the hon. gentleman who spoke last that they are any the worse for being old. Young men would be able to breathe the air which had been breathed by men who had fought at Waterloo : certainly it would be likely to inspire them with military feelings. I hope therefore, if my hon. friend is to get a military school in Nova Scotia there will be no necessity of closing the one at Fredericton.

HON. MR. POWER I do not think the hon. member for Cumberland had any intention of asking the Government to withdraw the military school from Fredericton. He simply attempted to show that it was rather inconvenient for young men who might wish to attend it, and who lived in Nova Scotia or Prince Edward Island to do so. I think the Government ought to be obliged to my hon. friend for having brought this matter to their notice. It is one of a good deal of consequence. I think if the minister will take the trouble to enquire, he will find that the number of pupils attending the military school at Fredericton, who come from Nova Scotia and Prince Edward Island is exceedingly small. It seems to me that in locating those military schools there are three points that the Government should consider :—that the school should be established in a place where it is most likely to be efficient, where the instruction is likely to be of such a character as to turn out men properly fitted to take command of bodies of troops : in the next place the school should be established in such a place as would ensure a pretty large attendance of pupils. If a school has a small number of pupils it is doing less service to the public than if it has a large number. Then, in the third place, if along with efficiency of training, and a large attendance of pupils, the Government can find a place which will combine the element of cheapness, they have all the requisites for the location of a school. An hon. gentleman suggests that I am going to name Halifax as a place where a military school should be established. I do not propose to ask the Government to put a school there or anywhere else, but I say this with respect to Halifax : for a number of years there was a very efficient school there ; that it turned out a great many well-drilled officers, and cost very little money. Those are facts that ought to weigh with the Government in considering where they should locate a school for the Provinces of Nova Scotia and Prince Edward Island. I think Fredericton is a most charming little city, and there is barrack accommodation there for a very large number of pupils. No doubt the spirit of the heroes of Waterloo will more or less influence the pupils who attend it ; but on the other hand at Halifax there is not only a sort of reminiscence of bygone heroes, but we have British soldiers of the present day in considerable numbers. There is no doubt that nothing can conduce more to the efficiency of militia or to the efficiency of a military school than the presence of regular troops. The young men who have before them almost the best models in the world of military drill are likely, instinctively, to imitate what they see before them. I think that is a very strong reason for locating the school at Halifax. There is another fact which is of a good deal of consequence, that Halifax is a place which is very easily accessible. I did not know until I heard from my hon. friend that the General in command had recommended Truro ; but while Truro is a little nearer Prince Edward Island it is further, a good deal, from the western part of the Province of Nova Scotia. Halifax is the place where the roads from the west and the east both terminate, and taking it altogether is really the most central point in the Province. There is another fact which ought to count for something with the Government, that the City of Halifax alone will supply

a very large number of the pupils for a military school there. In Halifax there are two battalions of volunteer infantry, a brigade of artillery in the city, and another brigade in the immediate neighborhood, and a battery of field artillery; so that, as I have already said, the city alone will supply a very large number of pupils for a military school. Another important consideration is that in Halifax it has always been easy to get the very best instructors from the regular army, and to get them at a very reasonable cost indeed; while there need be no large outlay on buildings. I hope the Government, in considering the suggestion made by my hon. friend, will also consider the claims which Halifax has, and the advantages which entitle it to be made the site of a military school for Nova Scotia. One other point has been suggested to me by an occurrence which took place a little while ago. We decided last year, as hon. gentlemen will remember, that we should indulge in a regular army of our own; and it was thought desirable that the officers to command that army should learn their drill and the duties of officers very thoroughly; and they were sent down to be instructed in Halifax alongside the officers of the regular army. I think that is a very strong argument in favor of locating the school there. As to Nova Scotia getting a great deal, as the hon. member for York has suggested, I think she has got a fair share in some ways at any rate; but we are talking of the militia now, and I wish to call attention to the fact that Nova Scotia has lost her Deputy Adjutant General, who has been taken to New Brunswick, and the military school has also been taken to that province. If hon. gentlemen are not careful they will stir up the military element of Nova Scotia to a feeling of strong hostility to the existing administration, which is a consummation that I, of course, should regret very much indeed.

Hon. Mr. ALMON—I am opposed to the principle laid down by the hon. member for Amherst. I think the militia is costing as much as it ought to, or to put it in stronger terms, a great deal more than it ought to. What I think should be done is this: the school ought to be moved from Fredericton and put either at Amherst or Moncton, on the border of the three provinces. It is much nearer Prince Edward Island than Halifax is and much nearer to many points in New Brunswick than Fredericton, and quite near enough to Halifax. Another reason why I am opposed to this movement is, that I think we should endeavor to remove the differences which exist between the three Maritime Provinces. The Dominion pays three useless governors where one would be sufficient, and the Local Governments support three legislatures which they have neither the money to pay for or the talent to fill, and in other ways we are subjected to a great deal of useless expense. Do not, I beg of you, make that burden any heavier! Break down that barrier which separates New Brunswick from Nova Scotia and Prince Edward Island. Formerly they were one. They were counties when they left us. We do not wish to take them back in the state we allowed them to go; we wish to receive them as equals. But do not place anything in the way to prevent us coming together. The disposition which Nova Scotians have shown to grab all the money they can get does not raise them in my estimation, though I feel that I am covered with shame by saying so, and I think the other members of this House must feel that Nova Scotia is lowered in their estimation if her game is to be grab.

Hon. Mr. CARVELL—At Moncton, I have been informed by leading citizens there, an offer was made to the Government that they would appropriate land sufficient and erect buildings thereon for the accommodation of this school. I believe the offer was made by the town of Moncton or on their behalf by some leading citizens. If that report be true it possibly may not be too late yet to establish a school there for the Maritime Provinces generally.

Hon. Mr. KAULBACH—I must say I think my hon. friend from Amherst has made out a very strong case why there should be a school for military instruction in Nova Scotia. The position he has taken, and the facts and arguments he has advanced, are to my mind incontrovertible. Now, we find none of the gentlemen from New Brunswick supporting the posi-

tion of the school at Fredericton except two hon. members who, I believe, reside there. Other members from New Brunswick have not deemed it necessary to support the choice which has been made for the location of the school in that province. I am very much inclined to agree with my hon. friend who last spoke that all those local prejudices should, as far as possible, be swept away. If we could have a military school so located—and I believe it could be—that it would suit all the three provinces, it would be more efficient than three small schools for the three provinces. The more students you drill together the more efficient they will become. A spirit of emulation is more likely to prevail in a large body than in a small number of men at drill. Officers and drill instructors will tell you that a large squad will advance in drill more rapidly than a small squad. It would be far wiser, therefore, if a school could be so located that it would be more central and more convenient to the three provinces and avoid the necessity of establishing another school. There is a good deal in what the hon. member for Halifax said, that the presence of regular troops would assist very greatly in the instruction of the militia. From that point of view I must say that Halifax would be a very desirable place, yet I think for the very cogent reasons put forward by the junior member for Halifax (Mr. Almon) that a place which would be more central would furnish ample accommodation for the training of military students for the whole three provinces. When the new Militia Bill came up I was a strong advocate of it, especially this branch—schools for military instruction. I remember my hon. friend who introduced the Bill saying that the efficiency of a regiment depended more upon the non-commissioned officers and sergeants than any other parts of the service, and to have men in uniform who were undrilled and officers who were unqualified, was not only a farce but a waste of public money. I believe that that condition of affairs largely exists in consequence of not having efficient schools for the instruction of persons in drill. When this law was passed, I must say I was under the impression that better accommodation of this kind would be given for the Provinces of Nova Scotia and Prince Edward Island. At present we have no facilities for instruction in drill, and therefore steps should be taken as far as possible to supply the want. As my hon. friend who makes this enquiry remarked, it is probably more important that the militia along the frontier should be well sustained than those of any other portion of the country. In fact, that is the place that is likely to be attacked. I am sure that in Nova Scotia as well as in Prince Edward Island we possess a race of men who are admirably qualified to make soldiers. I have also a word to say for the people of my own county, Lunenburg. They possess the instinct of the German race and a love for military training. They make good soldiers, and I am sure whenever the regiment, which I had the honor of commanding, has been inspected they have always been spoken of in the highest terms as to their efficiency in drill, and the manner in which they went through their evolutions. In Lunenburg the regiment has not the means which it ought to possess to keep up its efficiency, and instead of advancing, the force is going down in consequence of the loss of the military school at Halifax. I am very glad that this question has been brought up. It is a subject which has agitated the minds of militiamen in Nova Scotia, especially in my part of the province, and if my hon. friend had not introduced it, I should have taken some means of bringing it under the notice of the Government.

HON. MR. DEVER—I wish to say that I am not a resident of the city of Fredericton; I belong to the city of St. John, but inasmuch as both those cities are situated in New Brunswick, I feel it my duty to make some remarks on this subject. I do not wish to throw any obstacle in the way of the hon. member from Amherst trying to obtain for Nova Scotia the establishment of a military school there. I believe if the Government, in their wisdom, think fit to establish a school in that province, that New Brunswick would not have the slightest objection. I am at a loss to know why the hon. gentleman should go out of his way to belittle Fredericton, one of the prettiest spots, in my opinion, to-day in the world—a city which is the seat of the Government of New Brunswick, possessing these extensive military barracks,

the Government House of the province, where our Lieutenant-Governor resides, and a cathedral which is a sight to be seen by all travellers who ascend the beautiful river of St. John, and a place which is accessible by rail and steamer from all parts of the country. When the hon. member assumed that such a place could not be known to the people of this Dominion, I was very much surprised indeed. I have had the honor in my time to receive letters from friends of mine in other countries, from tourists who, in travelling through this country, thought it desirable to visit the seat of Government in New Brunswick, and to travel by way of the river St. John, one of the most beautiful and attractive streams on this continent. I have been told by gentlemen who have travelled in Europe that the natural beauties of the river St. John could not be surpassed even by the Rhine. The climate of the countries through which it flows is equable, and I am sure that if there is to be a military school in the Lower Provinces, Fredericton seems admirably adapted for the establishment of such an institution.

MR. MCCLELAN—I am not a lover of large expenditure of public money for military arrangements of any kind, but at the same time I am very glad that my hon. friend from Amherst has made this motion, and that this discussion has grown out of it, because I think it will lead to a better understanding of what the policy of the Government may be in regard to this subject of military instruction. It would appear, from the departure from the recommendation of the commanding officer as to the location, that the Government intend to locate schools, according to the terms of the statute, in the several Provinces; if such be the case, I take it that the present location at Fredericton is a very proper and desirable one. I think it all the more desirable as considerable expenditure has already been made there, and facilities exist which may be made available for this purpose. I trust, however, that another school will be established immediately in some portion of Nova Scotia—say Truro—and also in Prince Edward Island, where I think such an establishment is quite as necessary and proper as in one of the other smaller provinces, which contain perhaps less than one-third the population of that Island. So far as my view is concerned, I think the recommendation of the commanding officer, that Moncton or some place upon the isthmus should be selected for the establishment of one school, to be very much larger, more attractive, and upon the whole cheaper than several smaller schools,—should have been accepted. It would in my opinion have been more in the interests of the country, had it been accepted; but not having been accepted, I take it for granted that the intention and policy of the Government with reference to this matter is now to provide a similar school for each of the Lower Provinces. The peculiar geographical position of the Maritime Provinces, as most members know, is such that the isthmus is peculiarly accessible to both New Brunswick, Nova Scotia and Prince Edward Island; therefore the establishment of such an institution there, or at Amherst, Moncton, Fort Laurence or Fort Cumberland,—around some of which historical association might linger—would have been desirable as has been shown by other hon. gentlemen. I therefore repeat it would have been better if the advice of the commanding officer had been accepted by the Government, and I trust that after the discussion which has just taken place and the expression of sentiment which has been elicted, that the Government will yet take this proposition into consideration and carry it into effect.

HON. MR. BOTSFORD—This seems to be a discussion confined principally to Maritime Provinces' members. I must admit that my hon. friend from Amherst has made out a very strong case, and he has my sympathy in obtaining the object of his motion. In the first place it would seem that the Act contemplates that the Government should establish these schools for military instruction, in the several provinces of the Dominion, and that is a very strong point. Again, my hon. friend has shown that a number of schools have been established in Ontario and Quebec, yet there has been no such establishment made in Nova Scotia or Prince Edward Island, and that, I think, is another great point in this discussion. In describing the geographical position of the country, he has adduced a very strong argument why

there should be a school for military instruction in the Province of Nova Scotia, inasmuch as it would, for the present, also accommodate Prince Edward Island. If that school which has been established in New Brunswick had been located at Moncton, as the hon. gentleman says, the Provinces of New Brunswick and Nova Scotia would have been satisfied and would have accepted it as sufficient accommodation for the youths who might wish to go to this school from Nova Scotia, and it is well known that Prince Edward Island is in immediate connection with Moncton. Now, I think all these points, as established by the hon. gentlemen, furnish very strong arguments indeed why the Government should consent to the erection of a military school in the Province of Nova Scotia. As regards the locality of the school: if it be admitted that the arguments are sufficiently strong to induce the Government to erect such an institution in the Province of Nova Scotia, the locality would be a secondary consideration and would be decided upon its merits—whether it should be at Truro, as recommended by the General in command, at Halifax as recommended by the hon. gentleman from that place, or at Amherst. Therefore, for the reasons which have been given, I must say that—having a school established in New Brunswick—I feel it my duty to express my opinion and give my sympathy to the members from Nova Scotia and Prince Edward Island, in their efforts to obtain from the Government what they are now asking for.

HON. SIR ALEX. CAMPBELL—The hon. gentleman from Amherst has drawn attention to a subject which seems to possess very great interest, perhaps a just interest, for the members of this House who come from the Maritime Provinces. In his notice he has not given me any intimation that he was going to ask any question, and I am afraid I am not in a position to reply to the question in the way I would wish to have done, if he had given notice of it. The reason, I apprehend, why no school has been established in Nova Scotia, is the existence there of the military forces belonging to Her Majesty's imperial service. For a long time I believe that force afforded an opportunity to those who were desirous of acquiring military knowledge, and that they received the necessary instruction from the officers and soldiers who were there and formed part of the garrison. That, I think, was the reason why the military school was not established in Nova Scotia. My hon. friend who has spoken last thinks that the locality of the school is a secondary consideration, if we establish the principle; but judging from the remarks which have been made by members who have spoken, it seems to me that the locality is a principal consideration, and not a secondary one. My hon. friend who has last spoken thinks it should be at Moncton, or somewhere in that section of the country, or at Truro, but my hon. friend who introduced this motion, looking round from Amherst—where he lives—asks in a tone from which one would infer that it was a very insignificant place, and its geographical position was not very clear,—where is Fredericton? Fredericton, according to his own account, is only 200 miles from Moncton, where he thinks the school properly might be established. Now 200 miles is only a journey of five or six hours.

HON. MR. DICKEY—I should like my hon. friend to understand what my statement was. I did not state that Fredericton was 200 miles from Moncton, I said it was 205 miles from the Nova Scotia border.

HON. SIR ALEX. CAMPBELL—Then, it is less than that from Moncton?

HON. MR. DICKEY—Yes, certainly.

HON. SIR ALEX. CAMPBELL—The hon. gentleman thinks Moncton would be a very suitable place for the school. A journey of some 160 miles, which would occupy only four or five hours, would not be considered as a great obstacle by those who are anxious for military instruction; and we know that the military schools at Kingston and Toronto are attended by many who live much more than 100 or 200 miles away from those places. Therefore I do not think the distance to Fredericton, which has been referred to as a strong reason against the establishment of the school there, is really a very serious objection. The suggestion of the junior

member from Halifax (Mr. Almon) that we should not draw any dividing line between the three Maritime Provinces, but should place the military school in one central place convenient to them all, meets with my sympathy. I have ascertained from the Minister of Militia that the money which has been placed at his disposal has been applied in the way the hon. gentleman pointed out, but that he has not in any way overlooked the claims of Nova Scotia, and trusts that the establishment of a school there will, at a future period, be fairly considered. I have no doubt that if it should turn out we cannot establish one military school which shall answer the purposes of the three provinces, and it proves necessary for the spread of military knowledge to have a school in Nova Scotia, such a school will be established there ; but for the present it would seem that that has not been considered absolutely essential, partly because of the facilities afforded by Fredericton, and partly on account of the advantages which have been available in the past, through the existence of an Imperial garrison at Halifax. My hon. friend probably knows that military instruction was given by the officers commanding the forces at Halifax, for a very considerable period, and why that system is not continued to-day, I do not know, neither have I made enquiry, in fact whether it is continued still, or not, I cannot say.

HON. MR. POWER—No, it is not.

HON. SIR. ALEX. CAMPBELL—At any rate it was the fact for some time. I am glad my hon. friend has directed attention to this subject, and can assure him that what has been stated here will be brought under the notice of the Minister of Militia, and I shall take care that the very strong arguments which have been adduced in this House are properly represented to him. I would point out however that the hon. gentleman seems to think the law requires the establishment of these schools—

HON. MR. DICKEY—I said the law authorizes.

HON. SIR. ALEX. CAMPBELL—I was about saying that the law only gives permission for the establishment of such schools.

THE "NORTHERN LIGHT."

MOTION.

HON. MR. HAYTHORNE moved :—

"That an humble Address be presented to His Excellency the Governor-General, praying that His Excellency will cause to be laid on the Table of this House, copies of the latest survey held on the Steamship *Northern Light*, and any other documents in possession of the Department of Marine, illustrative of the present condition of that vessel."

He said—Some time ago I gave notice of a motion respecting the present condition of the steamer which keeps up communication in winter between Prince Edward Island and the mainland. I may say that this is a subject of very great importance to the people of my Province. It is neither an ordinary steamer nor an ordinary contract,—it is not even a Government steamer employed upon an important public service. It is something more than that. It is a steamer built specially, in compliance with the terms of confederation between Prince Edward Island and Canada ; and I for one have been always inclined to regard it as an attempt made to carry out these conditions to the letter. It is quite true, hon. gentlemen, that the steamer *Northern Light* has not given very general satisfaction—universal satisfaction—and I think the reason for that is not very difficult to discover. To my mind, it is that people had formed a very inadequate idea of what such a steamer should be fairly expected to perform. They had not studied the question of ice navigation in any way, and did not at all understand what obstacles a steamer had to meet, and what force she had to bring against them. When a Government vessel was built for that service—for the purpose of fulfilling the terms of confederation—there were not wanting numbers of people in our province who said, "Here is a vessel built to contend against the ice, let her go out and do her best to perform the service for which she is constructed." But those parties, perhaps, if they had given a little more attention to the subject, and had themselves seen a little more of what

thick-ribbed ice in the straits becomes during the latter part of the month of January, and for six weeks following that time,—perhaps if they had given careful perusal to some works explaining the difficulties encountered by Arctic voyagers, they would have seen at once that there must be, during a great part of the winter, between the shore of Prince Edward Island and that of Nova Scotia, obstacles which probably no steamer ever yet built has been able successfully to encounter. It may be said that this vessel has been comparatively a success in actual service ;—that is true. I believe that for six or seven seasons the *Northern Light* has been used for this service, and during that apparently short period, though she has undergone expensive repairs, it need not be a matter of surprise that even so strong a vessel should have been seriously damaged. Indeed, I think when I lay a few facts before this House illustrative of the kind of service which that vessel has to perform, the surprise will not be that the vessel is now showing symptoms of decay and impairment, but rather it will be a matter for astonishment that she has lasted so long under the circumstances. Last session, as the House is pretty well aware, a committee of the other branch of Parliament was appointed for the purpose of investigating the subject of steam communication between the Island and the main-land, and several skilled experts were examined upon this question,—amongst others, the pilot of the *Northern Light*, Mr. Finlayson. I do not doubt that he gave exceedingly intelligent and useful evidence, although to my mind, his experience in such matters was not a very extensive one ; still, I believe he gave a faithful and true account of the service which he had seen performed by that vessel during six winters, and he tells us that she has in that time undergone very serious shocks, at different times, in the ice. He describes an occasion when it was necessary to get her out of Georgetown harbor through 19 inches of solid clear hard ice, and for this purpose this valuable vessel built by the Dominion of Canada, was simply used as a ram to move that ice. I notice also, in the evidence of the same person, an account is given of one of her experiences during the long period of—I think—over six weeks, when she was out in the ice in the Straits. At that time he says it was utterly impossible that assistance could be rendered them from any quarter, that even if another vessel had been there it would have been quite impossible for that second vessel to have reached her. He states she had no less than 30 feet of ice under her bottom at one time, and that for a fortnight, from early dawn to nighttime, her crew were engaged in strenuous efforts to extricate themselves, and that at last their escape was brought about, not by their own efforts nor by the steam power of the vessel, but by the wind and waves opening up the pack which surrounded them, and so they were enabled to escape. I observe also that my hon. friend from Charlottetown, in giving his evidence before that Committee, enlarged upon the severe treatment which that vessel had received. He says that he was on board that vessel on one occasion, and saw her run stem on, with her full power —700 horse power—upon an iceberg. Now, of course such treatment as this is calculated to weaken and to dislocate, (if I may use the term) any ship that can be built, and such, in fact, is the experience of Arctic navigators. Not being conversant with ship-building myself, as some of my hon. colleagues are, I have made it my study to examine the works of several Arctic voyagers, and I find one opinion universally expressed by them ; it is to the effect that what is called pack ice is a condition which it is utterly impossible for any steam vessel to encounter with success. I have here a few words which I have extracted from a work of Sir George Nares, in which he gives his experience as an explorer and Arctic discoverer. In the introduction to his work he uses the expression "an ice encumbered sea." It describes a state of things in which the ordinary work of the *Northern Light* is done—just such a condition of affairs as exists between Georgetown and Pictou, in the earlier part of the winter, when the *Northern Light* makes successful passages. Under such circumstances that vessel will make that passage in about six hours, and possibly if the Strait is but little encumbered, she may go and come the same day. That ice encumbered sea, however, is liable to very rapid changes, and a change of wind may, in a very short time, bring together such

masses of solid pack ice that no vessel can penetrate them; yet persistent efforts have been made to force this vessel through under such circumstances. Therefore, I tell this House that it is not at all surprising that even a vessel constructed as she was—built expressly for this purpose—should show signs of decay and weakness in her seventh year. I simply wish to refer to the few simple words of Sir George Nares' preface, as illustrating the remark which I have just made. Speaking of the advantage which steam vessels offer over sailing vessels in penetrating such ice encumbered seas he says:

"But here the advantage ends when the partial navigation ceases, and the solid flow is reached, however inconsiderable its thickness. Steam is of no more avail than it would be to propel a ship through the crust of the earth."

He says that a steamer will, of course, get over in a few days, as much as a sailing vessel will in as many weeks, but that is not the point. Under certain conditions, as he states, steam is of no avail, and I recollect that my hon. friend from Charlottetown, in giving his evidence before the Committe, used language very similar; he did not illustrate it by saying "crust of the earth," but he said it was just as possible to propel that vessel (the *Northern Light* through the ice against which she was rammed, as it would be to run her against the side of this building. I think, under these circumstances it is very desirable that the question of which I have given notice and will ask to-day should be answered by the members of the Government, and it is one which cannot fail to have very great interest for all classes in Prince Edward Island. The *Northern Light* affords our principal means of going to and leaving our Province at that particular season of the year, and it affords also our sole means of moving freight to and fro during the winter, and should it from any cause be unable to perform the service, the result would no doubt be a grave inconvenience, both private and public. I have therefore deemed it my duty to make the motion of which I gave notice.

Hon. Mr. MACFARLANE—I have listened with a good deal of interest and attention to the very sensible remarks of the hon. gentleman from Charlottetown. The subject of winter communication with Prince Edward Island has been repeatedly under discussion in this House, and some years ago, when a vessel was being provided by the Government in the hope of maintaining communication at all seasons of the year with that Island from the main-land, many persons were very sanguine that it could be done. I ventured at that time, having some knowledge of the Straits of Northumberland, to assert in my place here that it was an impossibility. I felt convinced that no vessel that human skill could provide could ever be constructed that, at all seasons of the year, would successfully navigate the Straits. I feel satisfied that a great deal can be done to keep up communication with that Island for a couple of months in the early winter, and in the early spring when the ice pack comes to be broken. No doubt a vessel can be devised that will very reasonably supply that accommodation, but the entire revenues of this Dominion, if they were expended in constructing a vessel with a view to establishing regular communication with that Island, would be utterly thrown away. During the past five years the vessel that has been contending with the ice in that Strait has been so shattered as to imperil the lives of those who attempt to pass over in it. Originally the *Northern Light* was not the class of vessel designed for that service, though it has done very good work in endeavoring to establish the fact believed in by some, that human ingenuity can successfully contend with those mighty forces of nature. I have no doubt that the Government will do all in their power to keep up communication with the Island, as far as it is possible to do so, but that they can provide a ship that will be able to contend with the elements and keep up regular communication at all seasons of the year is, to my mind, an utter impossibility.

Hon. Mr. HOWLAN—I ventured to state on a previous occasion from my place in this House, and I wish to repeat distinctly that statement, that this boat, the *Northern Light*, was not constructed for the Prince Edward Island service. At the time the *Northern Light* was modelled,

her keel laid, and her frame put together, there was little thought that Prince Edward Island would enter into the Confederation. For many years the Quebec Tug Boat Association had thought of building a boat that could be used in the early spring and in the late autumn in towing ships to and from Quebec. For that particular purpose the *Northern Light* was efficiently modelled. But for contending with the ice in the Gulf I maintain that she was not the proper model, as any hon. gentleman can understand. The ice in the St. Lawrence at Quebec, with which she would have to contend, is of a very different nature from the ice in the Straits of Northumberland. It is not the local ice at Prince Edward Island that creates the difficulty, but the northern ice that sweeps into the Strait from the north-west, and it is beyond any question of doubt that this vessel was not designed or modelled for that route. I have it from the gentleman who designed the model that she was originally intended for service on the St. Lawrence, and that after Prince Edward Island entered the Confederation the Government were approached on the subject of placing this vessel on the Straits as being a suitable one for keeping up winter communication between the Island and the mainland. The offer was accepted, she was placed on the route, and the result has been that four times as much money has been expended on her as she is worth, to keep her in repair, because she was not originally constructed on a proper model for that service. When the representatives of Prince Edward Island were making terms with the Dominion Government before entering into the Confederation, the establishment of winter communication with the mainland was one of the conditions that was discussed. I at that time expressed my opinion on the feasibility of the project, and I am still one of those who have not lost faith in the winter navigation of the Straits. The *Northern Light*, though not built for the service, has, in my opinion succeeded beyond all expectations, and has succeeded even beyond the expectations of her builder, who has himself told me that, with the experience he had since acquired, he could model a vessel that would perform the service very much better. No vessel can be constructed of wood or iron that can be made to stand the shock of being run squarely against the side of an iceberg larger than this building, or against a solid mass of ice. It is too absurd and not to be thought of, but we have yet to learn whether a boat twice the size of the *Northern Light*, and with half as much more power could not do regular service across the Straits. I believe that the Government have at present entered into a contract for the building of a boat about 190 feet long on a model made expressly with a view of performing this winter service as far as possible, and also to be utilised in the Gulf for other purposes, such as relieving vessels in distress, and supplying light houses, and that this boat is to be built upon the 10 years class. Hon. gentlemen who know something about such matters will understand me when I say that she is to have 66 per cent. more planking outside, and more sheathing inside than is required of a 10 years classed ship; that she is to have extra strong frame, and is to be sheathed with green heart, and forward of the fore chains, and aft of the main chains she is to be protected with steel or iron plates. I think that a vessel of that kind, judging from my past experience of winter navigation, will go a long way towards solving that question. But there are gentlemen who believe that there are other portions of the Island from which successful attempts might be made to keep up winter communication than those which have hitherto been adopted. Until all these means have been thoroughly tried we will look to the Government to carry out the agreement entered into with our Province at Confederation. I have no doubt whatever that the agreement will be carried out by the Government if it is possible of fulfilment. I have not the slightest doubt that it is entirely due to the extreme care that the master and mate have taken of their boat for the last two or three years that the *Northern Light* is in even as good a condition as she is at present. When the vessel first came down to the Straits, Mr. Sewell, the builder, saw that she was not performing the service satisfactorily. He came there himself, altered the ballast of the boat, put her in trim, and expected very great things from her. Under the circumstances she had to contend with there is no doubt that the boat was taxed beyond her strength, and it is very

unfair to say that because this vessel, which is merely an experiment—I cannot call it even an intelligent experiment, so far as the Prince Edward Island service is concerned—has not succeeded, that therefore the winter navigation of the Straits is impracticable. I say that the *Northern Light* has done more than any person of experience in such matters expected from her. I believe that the hon. gentleman from Pugwash will agree with me when I say that she has done more than even he expected from such a boat, and I hope that when the new vessel is placed on the route, the service will be performed much more satisfactorily than it has been up to the present time.

HON. MR. KAULBACH—This is a question of great importance not only to Prince Edward Island but to the whole Dominion, as the carrying of Her Majesty's mails is a matter that concerns us all. Prince Edward Island had a guarantee from the Dominlon when she entered into the Confederation that this service would be made as efficient as possible. There seems to be a conflict of opinion between the mover of this resolution and other hon. gentlemen from Prince Edward Island as to whether the *Northern Light* was or was not constructed for this service. I have been informed that a portion of the frame of the vessel was constructed before Prince Edward Island entered the Confederation, and that the vessel lay on the stocks for some years before it was launched. I do not believe that that boat, or any other boat that can be constructed with all the skill and experience of the present time will be able to give continuous communication with Prince Edward Island. The hon. gentleman behind me (Mr. Carvell) made last year what struck me to be a very forcible remark, and that is, that you might as well expect a crew of Indians to paddle a bark canoe through this building as to expect a vessel to make regular trips through the Straits of Northumberland during the winter months with the ice from 40 to 60 feet thick. Such being the case, it seems to be an impossibility to establish regular communication in the winter season, though the service is not as perfect as it should be, and not as efficient as it might be made, at a comparatively small outlay. I think I heard one hon. gentleman remark, that when he came across the Strait, he found one of the boats half full of ice, and that it had to be turned over to be cleaned out, and was launched with difficulty, and was not in a fit condition to cross it with safety. I heard another hon. gentleman say, that one of the four oared boats had only one pair of oars, and that the boat was encumbered with freight and not in a proper condition for passengers. This service, I should say, ought to be better performed than it is at present. If the persons who are engaged in the service are not properly remunerated they should be allowed a sufficient sum to enable them to keep a good boat-house, and an order should be made that freight should not be allowed to cross at the same time as the passengers and mails. In this way I believe the service would be very largely benefitted. There is no doubt that during some periods of the year small boats can be used to a greater advantage than larger ones, but I do not believe that we can design any boat that will penetrate the ice at certain seasons of the year, when it drifts in for days to together, and this iolly gets frozen into a solid mass across the straits. The *Northern Light* was built, I believe, by the late Government, and I know my hon. friend from Charlottetown for a long time sustained the character of the steamer and its capabilities for this service; but even he must now admit that the forces of nature and the elements are too powerful for the skill of the architect to contend against in the Straits of Northumberland.

HON. MR. WARK—This subject has been before the House now, I think, for seven years, and there still seems to be great difference of opinion about the navigation of the Straits between Prince Edward Island and the mainland. I have lived for nearly forty years within sight of the end of the Straits, and I have endeavored to gather a good deal of information about it in that time. I think it will be necessary for the Government to have a thorough investigation of the whole subject before any new experiment is tried. I understand that a delegation from Richibucto is now here asking that an experiment may be tried, which seems to me to be a very feasible one. The condition of the ice as far as I have been enabled to

gather, in these Straits is this : There are two tides that meet about the centre of the Straits. One tide sets around the north end of the Island, and the other sets around the south end, and running in different directions they meet about the centre. Then you will observe that the flood tide carries the ice and packs it closely in the centre of the Straits, while the ebb tide again relaxes it in the centre, and when this relaxation takes place there is very often open water in the centre, and the Straits can be crossed without much difficulty, but, as a general rule, I believe that the ice seldom drifts out of the Straits, but remains floating a little distance one way and a little distance another way. The solid ice packs in the Straits to such an extent, however, that I doubt if it is possible that any vessel can be built that can be depended upon to cross the Straits day after day. As the crossing of the centre of the Straits has been deemed impracticable, the experiment has been tried to cross from Georgetown to Pictou. Great difficulties have been experienced there also, and I understand that the delegation is now here to see if they cannot have the experiment made of navigating the Straits by going round the north end of this ice pack, and I think it will be worth while to cause an investigation to be made into it. I know from my experience of forty years that the water is very frequently open— not always, but very frequently—between the west point and Richibucto Cape. I hope the Government will give this matter some consideration and see whether there is not a greater probability of keeping up communication between Prince Edward Island and the mainland by sailing round the north end of the ice flow, than there has been by sailing round the south end, because I believe that the ice drifts in frequently, and in very large quantities round the south end of Prince Edward Island, so much so that the Gulf of of Canso is as full of ice as the Straits of Northumberland.

Hon. Mr. CARVELL—As some of my references to the condition of the ice in the Straits of Northumberland have been represented as being very strong, I wish to strengthen them by saying that all the steam power in the world, if there was any vessel in the world large enough to carry it, could not pass through those Straits at times. I believe it to be impossible. When icebergs many times larger than this chamber, with sufficient small ice for broken stowage are pressed together by winds from the north-west blowing for days together, it becomes so packed that it is simply as impossible to run a vessel through it as it is to run into the face of the Rocky Mountains. This is not a condition of things that exists continually, but it does exist occasionally. I have known Georgetown harbour to have been blocked by ice on the fifth of June, but it is an extreme case. Shediac harbour, on the other side, has kept one of our steamers imprisoned for weeks with ice, until it was the 23rd of May before she could get out. This is another extreme case. The importance of this question is very great, and I would like very much if hon. gentlemen would disabuse their minds of the idea that it is merely a matter of local interest. Prince Edward Island is very largely a market for the sale of manufactures and importations from Montreal, Quebec, Toronto, Kingston, and other parts of the Dominion, and the passengers to and from Prince Edward Island are composed more largely of residents of other parts of the Dominion than of Prince Edward Island. The *Northern Light*, in my opinion, has done very good service. To me it is a marvel that she lives, perhaps not so much a marvel when we consider the enormous sums of money that have been expended on her in the last few years. She has been a very expensive vessel annually to one Government after another, until, I suppose, her first cost is very small compared with the cost for repairs. She has, however, done a very good service in the early winter, and in the early spring. She does a service which I very much doubt can be much improved upon. The boat itself I look upon as being admirably adapted, so far as her model is concerned, to the service, and there I differ from my hon. friend from Alberton. She has never been used in the manner in which her builder intended her to be. The idea of her builder, as shown by her model, was that she should never be permitted to run into this wall of ice in a wild, haphazard way, but to be run upon ice which failing

to break through with her bow she would mount up upon and break down by her weight. In crossing the Straits of Northumberland at all seasons of the year, I dare say I have had as much experience as any other gentleman from Prince Edward Island of the navigation there, and I have had the felicity of spending forty-eight hours in the *Northern Light* in the Straits, and have been comfortable under the circumstances, although we did not get along very fast, as we were obliged to wait patiently for the chapter of events.

My hon. friend from Lunenburg, seems o have got this navigation question rather mixed up. He has mixed up the open boats service between Capes Tormentine and Traverse, and the steam service between Georgetown and Pictou. I say that the service is not only a very important one, but I think it has been very well performed. The uncertainty is when this ice comes down from the north, because, as it has been stated, it is not the local ice that interferes with the navigation. I dare say the *Northern Light* can master all the local ice, but the great icebergs that are swept down from the north, block up the Straits and make it impossible for the vessel to force her way through it. I do not hesitate to say that it will be found after the new ship, which I am glad to hear the Government are providing for that in conjunction with other services, will not be any more successful, and that it will be found that the *Northern Light* will make the passage when the new vessel will be unequal to the task. Her length will be a very serious objection, because in passing around between the icebergs it is absolutely necessary to be able to turn in a sport space, and when a boat is built specially, as one should be built, for that service, I think the old model if not strictly adhered to, will be very nearly adhered to in making it a success. The condition of the boat at present is a source of some anxiety to a portion of the travelling public. A rumor got afloat last autumn, in Prince Edward Island, that the vessel had something wrong with her, and the Inspector of Steamboats ordered her over to Pictou to go on the slip. The inspector was ignorant at the time, of the fact that she had a short time previously been taken out and thoroughly overhauled. when that was discovered she was sent back. Our people got alarmed and thought that the Government were not doing what they should have done. What her actual condition is I do not know. Just one word in explanation of what seemed to a good many people to be wrong. The boat had very shortly before that been hauled out and repaired so far as was deemed necessary. The life of a boat being seven years is not an argument at all against another vessel being built to take her place because really anyone who has been on board her during the heavy ice season would wonder that a boat could live so long. The experience of passengers on board the *Northern Light* last winter was very trying. As has been said, after the vessel had been out for some weeks the lives of the passengers were spared not through the experience of the navigator, but by the goodness of God. During that voyage she twice circumnavigated Pictou Island, which very few men expected that a vessel drawing 17 feet of water could do in open water. As I have stated, the importance of this service, and the necessity of looking ahead long enough to get an efficient boat there, is, I think, very apparent, and I cannot help expressing my appreciation of the course that is being taken by the Government in this matter. In the autumn, after the ordinary travel boats are obliged to stop, the vessel can do good service during the early winter months, but there will be a time each winter when the *Northern Light* can do better service than any larger vessel.

HON. SIR ALEX. CAMPBELL—I apprehend there is no doubt that the *Northern Light* has done good service however much she may have cost. I understand that for a considerable time last autumn after the other steamers had been withdrawn and when the ice was running to some extent, she continuously, for several weeks, managed to make the passage daily each way, and since then she has done good service whenever the state of the ice permitted it. It is probable that no boat which could be constructed could run every day during the winter and overcome the obstacles which have been pointed out by the hon. gentleman who last spoke. It was the duty of the late Government as it is of this Government to give all the effect

they could to this one of the conditions on which the Province of Prince Edward Island entered the Union, and each Government has in its turn endeavored to perform this duty. The *Northern Light*, I believe, as has been stated by an hon. gentleman behind me, was not constructed for this special service, but it was thought she was suited for it, and she was therefore put on the route. There seems to be a general opinion, or if not an opinion generally entertained, at all events one expressed by many hon. gentlemen from the Lower Provinces, that the *Northern Light* has done reasonably effective service there. The suggestion made by some hon. gentlemen that it is impossible to perform the service all the year round with the *Northern Light* has been met in former years, and is now being met, by the use of small boats during that part of the winter when the *Northern Light* cannot run. That, I apprehend, will be the normal state of things in the future also. I suppose there are times during the winter when none but small boats will be able to get across, and they will get across the Straits partly on the water and partly on the ice. They have done the work very effectually during this winter. Before the adjournment, I took occasion to send a telegram to the postmaster at Charlottetown to ascertain if the service had been carried on satisfactorily during the winter. I have not got his reply now, but the answer was that the service had been carried on very satisfactorily since the withdrawal of the *Northern Light*, so, as regards mails, there is nothing to complain of. My hon. friend has moved for certain papers; there is no objection to that motion. He also proposes to ask a question, in reply to which I have some information to give him when he asks it. The *Northern Light* has been a good deal knocked about, and a good deal of money has been spent on her, but hon. gentlemen whose judgment is entitled to great respect are of the opinion that she is a moderately good vessel, and it is for the persons employed by the Government, and who are responsible for it, to say whether she is in such a state as would justify further expenditure upon her. The question I will answer when it is put.

The motion was agreed to.

WINTER COMMUNICATION WITH PRINCE EDWARD ISLAND.

ENQUIRY.

HON. MR. HAYTHORNE rose to call the attention of the Government to the expediency of making timely preparation for replacing the Steamship *Northern Light* by a new vessel combining such improvements in design and construction as modern experience dictates.

He said: The discussion on the previous motion has taken so wide a range that it has in part anticipated a good many points which I wished to bring up in the subsequent question of which I had given notice. It seemed to me that the success or failure of a vessel bought by the Government to replace the *Northern Light* at some future period, which may be more or less remote, depends largely upon the discretion which is used in availing ourselves of all the experienee which we have gained during these last six years, and not only our own experience, but the experience of others in different parts of the world, by the voyages of Arctic explorers. As I said in the previous remarks, which I made this afternoon, I am not myself practically engaged in the construction or navigation of ships, but I have studied this question a good deal. I have made a good many passages in the *Northern Light* and witnessed her performances in the ice. I was on board when she was under the command of Mr. Sewell and when she was a new vessel, and it appears from the evidence given before a committee of the House of Commons last winter, that many exceptions are taken to the build of that vessel. The pilot, whose evidence I referred to in my former remarks this afternoon, acknowledges that before he went aboard the *Northern Light* he did not consider it within the bounds of possibility to navigate the Straits of Northumberland during the winter with her, yet he was surprised that the vessel, imperfect as she was, in his opinion, had still been able to accomplish so much. That experienced man suggests several improvements in her. He does not consider her a good model from stem to stern. His idea of a proper vessel for the service between Georgetown and Pictou during the winter, is something like a Newfound-

land sealer. Different opinions have been expressed. I could, by referring to the evidence taken before a committee of the House of Commons, show the Senate a great variety of opinions expressed as to the faults of the *Northern Light* and suggestions as to what the vessel should be; but I consider, in a question of this sort, it is the incumbent duty of the Government to think and act for themselves. They are responsible for the success or the failure of a vessel built under such circumstances; and, on the other hand, they have this advantage, that though a minister himself may not be very well posted in such matters yet he has at his control all the resources of the department, and if he has no officers under him possessing the requisite knowledge and skill, he still has the means of getting the evidence and experience of experts in all parts of the world. Now I, myself, ignorant though I am of nautical matters, must say that it is greatly to be regretted that in six years during which steam navigation between Prince Edward Island and the mainland has been established, no attempt has been made to collect information of a reliable character independently of individual opinions. Men may be very confident perhaps in the correctness of their own views as regards this question, but not being responsible for the success or failure of such experiments they are perhaps not to be accepted as infallibly correct. The hon. Minister has not as yet said whether the Government have taken any measures to fill the place of the *Northern Light*, but I understand that he will be prepared presently to give such information. It seems to me as a preliminary step, if it is intended to build a vessel specially for that purpose, that she should be modelled expressly for it—that she should not be intended to serve a double purpose, because it is highly probable if she was constructed in that way she might not be fit for either of them. I quite concur in the views expressed by my hon. friend just now as to the inexpediency of employing a very long vessel for the service which has been performed by the *Northern Light*. A very cursory perusal of the works of Arctic navigators will show that small vessels are to be preferred to large ones for such service, for this reason: they can more easily work their way through the crooked openings in the ice, and while a large vessel cannot easily be turned in a narrow place a small one can, and can in that way make progress where a large one could not. There is one advantage that a large vessel would have over a small one in the service between Georgetown and Pictou, and that is, it is frequently necessary to charge what are called necks of ice when to circumnavigate the fields of ice which those necks connect would involve hours of delay. A vessel large enough to charge those necks would have an advantage which a lighter vessel would not possess. On the other hand it must be perfectly evident to gentlemen who give attention to the subject, that a large vessel cannot, from the nature of things, be so strongly constructed as a small one. For these reasons many Arctic voyagers have preferred small vessels. It is stated in the account given of the Austrian navigators—the officers who commanded the vessel *Tegethoff* which was beset for two years in the Arctic Ocean—that when the vessel was finally abandoned after she had been two years fastened in the ice, the crew left her in an entire condition. That seems to be a marvellous instance of the strength which can be given to a properly constructed vessel, and that ship, I understand, had lines similar to the *Northern Light*—she had fine lines. Those Austrian gentlemen, who have written a very interesting and readable work, tell us that fine lined vessels are much better than full lined vessels in the ice. They rise when they are "nipped," while full lined vessels are always liable to be destroyed at the first contact. These officers give an instance of the kind. They state that the *Hansa* was a full lined vessel, like, I suppose, the Newfoundland sealers which have been spoken of; she was destroyed at the first contact with the ice, whereas the *Tegethoff* and *Germania*, fine lined vessels, though somewhat different in build, resisted the ice, and one of them, after having been two years jammed in ice, when abandoned by her starving crew, was left intact. One of the objections taken to the *Northern Light* is her extreme draught aft. When she was first launched her draught was 16 and a-half feet, but subsequently it became consideraly more, and I observe from the evidence of the pilot, that

no little anxiety was expressed by those on board lest she should take the ground. They expressed the opinion that if she should do so, and the water left her, she would never rise again. If a vessel equally good to attack the ice as the *Northern Light* has proved herself to be, but not open to the objection of extreme depth aft, were built, it would be an improvement. That point is worthy of investigation before setting to work to build another vessel. It will be said, "but what is to become of the screw? The deep immersion of the stern is to preserve the screw from contact with the ice." I think a full enquiry amongst the shipbuilders in the yards of Scotland and the North of Europe, where vessels that undergo those tremendous Polar voyages are constructed, it would afford means of showing how the screw can be protected without immersing the stern to such a depth. I observe in the books of Arctic voyagers it is stated that means must be taken to protect the screw, but they do not describe the means : it would be going into any essay on ship-building rather than a description of a northern voyage to do so. It is sufficient that the Government or parties responsible for building the vessel to be devoted to such a service as the *Northern Light* performs, would naturally take every opportunity of enquiring into and learning from the experience of others, and possibly some means might be found by them for protecting the screw without immersing the vessel to such a depth aft. I had some passages marked in the evidence of the pilot of the *Northern Light*, which perhaps would be more properly brought forward in the former part of the debate, but I am not at all desirous of unnecessarily occupying the time of the House with this discussion, because it is one that has often come up, but when the Government are about to commit themselves to the construction of another vessel, as would seem to be the case judging from the remarks of my hon. friend from Alberton—attention should be called to the subject, and ample preparations should be made for building a successor to the *Northern Light*. Although I do not consider myself a judge upon these matters I see fully the importance of them, and I think it is most important that before incurring the expense and responsibility of constructing another vessel for this service, the Government should take every means that can be thought of or devised to provide a vessel which can most successfully encounter the ice, and to adopt such specialties as are used in the construction of Arctic vessels, in order to prevent the failure of another experiment of this kind. I think I have already stated that I do not consider the *Northern Light* has been a failure. She was an experiment in an almost unknown direction, and I think on the whole she has been a success. It is quite possible, however, that we may be able to penetrate these ice packs which have been described here this evening, and that we may be able to keep up communication more thoroughly and permanently in the future than has been done in the past. I do not, for my part, consider that because at present, with all the known improvements at our disposal, it is an impossibility to navigate our Straits in the winter time, that that in any way releases the Government from their responsibility to do their best to fulfil the conditions on which Prince Edward Island entered the Union. If they cannot fulfil them to the letter they must in spirit. For my part I may say, and I am quite prepared to state it on any platform in Prince Edward Island, that if the Government have done all in their power to fulfil those conditions in a *bona fide* spirit I shall be prepared to defend them ; but I always hold myself free to advocate in the future—if I should live—the adoption of any new discoveries that may be made, or of any new force which can be added to those we already possess, to penetrate those enormous fields of ice. We shall remind the Government that they are still responsible for maintaining continuous steam navigation between the Province of Prince Edward Island and the mainland. I do not ask them to do impossibilities, but I trust that what they can do will be done with a liberal and intelligent spirit, and then I think they will have, so far, acquitted themselves of their duty.

Hon. Mr. DICKEY—I do not rise for the purpose of continuing this interesting discussion which has been raised by the hon. gentleman below me, but after the very satisfactory statement that has been made by the Minister, I wish to make a

suggestion. I must confess that it has been a matter of surprise to me during the whole of this long discussion this afternoon, that so little has been said in reference to communication between the Capes. With the single exception of the statement made by the Minister of Justice, there has been no more than a mere passing reference to it. Reference has been made to a report made by a committee in another place, last session, upon this subject, but the impression that I derived from a perusal of that report was that the balance of evidence was in favor of keeping up communication between these Capes at a point only nine miles wide, where nature seemed to have pointed to the proper place for keeping up that communication, for the purpose of carrying mails and passengers. I say that that point seems to have been entirely overlooked; but the suggestion then was that this communication might be conducted at present by means of wooden boats, which might very well be aided by steam power; not enormous vessels drawing 16 feet of water, but subsiduary steam vessels.

HON. SIR ALEX. CAMPBELL—Steam launches were spoken of.

HON. MR. DICKEY—I hope the Government will keep that in mind. Now, with regard to the suggestion I was about to make—it is this: I have listened with some interest to a discussion in another place upon a still wider and larger topic—I mean the navigation of the Hudson's Bay Straits. An intimation was made that it was under the consideration of the Government whether they might not find it convenient to send a vessel there for the purpose of ascertaining the probability of those Straits being successfully navigated during the summer, and for how long. Now, if a new vessel is to be built, I should like to put it to the Government whether they could not assign to the *Northern Light* (which has been spoken of as a vessel capable of ramming packs of ice) to this duty; whether she might not be employed on this service in the Hudson's Bay for the summer season in order to find out for what length of time those Straits are navigable, and what is the state of Hudson's Bay itself. That could be done by this vessel, and she might be brought back to her regular service here if the other vessel could not be built in time. I make the suggestion, not as a mere mode of disposing of the *Northern Light*, but as one means of getting information on a most valuable point, and at the same time doing it in the most economical way. I think if the *Northern Light* could not be allowed to remain after the summer navigation closed the first year, and had to be placed on her regular route in consequence of the new vessel not being completed next winter, she might afterwards go again to Hudson's Bay and remain there for the next winter, in order to ascertain the course of the ice in the Bay itself, to take soundings, and generally to obtain information as to how far those waters are navigable.

HON. MR. MONTGOMERY—This question has been before us now for a couple of years, and has been pretty well discussed. It is not my intention to occupy the time of the Senate very long, but I might say that the *Northern Light* has done very good service during the last season. There is a great deal of freight to be carried from Pictou over to Georgetown, and the consequence is that the vessel is generally loaded too much by the head, is not well trimmed and runs into the ice too much; if that were not the case, I think she would answer the purpose for which she is intended much better than she does at present. One thing should be brought to the notice of the Government—if anything should occur to the *Northern Light*—if any accident should happen out in the Straits—there is no possibility of rescue under present conditions. I believe it is the intention to place another steamer there, and I would suggest that the *Northern Light* might then be placed in such a position that she could be kept in reserve in case of such accidents. Two years ago the *Northern Light* was out in the Straits for a fortnight, and the passengers got so alarmed at last lest they should run out of fuel and provisions, that some eighteen or twenty of them one day took to the boats and made for the shore. They were out all night and fortunately were rescued by the inhabitants, but it is a wonder they did not all perish. There is great need for having some

craft in reserve which might come to the rescue in such cases, for it is hard to tell what might occur to passengers out in the middle of the Straits in bad weather, unless some such means for escape are provided. Even if a very inferior steamer was placed there, she might go part of the way towards the distressed vessel, and might then connect by means of boats; but at present, in the event of accident, all on board the *Northern Light* might perish. I crossed in her this winter, in the middle of January, and I must say it was the best crossing I have had from the Island to the mainland. We left Georgetown at 7 o'clock, and arrived at Pictou wharf at a quarter past eleven. We had a great deal of ice in the Gulf between Cape Bear and Pictou Island, and we had to run three or four miles at one time out of our course, as we got into broken ice. Where the ice is not solid through, the *Northern Light* makes very good work, in fact she surprised me many a time by the way she got through the ice; I have seen her go through fields of ice from a foot to fourteen inches thick,—breaking her way through,—but as soon as she got into solid ice—I believe she was too much loaded by the head, and when she went into the ice, they would be unable to back her out by reversing the engines. I crossed some five years ago, and there was on board a passenger for Newfoundland, who had for several years been sea-fishing on a steamer there. He told me that the steamers they had there would not mind ice of the sort surrounding us any more than if there was nothing before them. He said the *Northern Light* was not built properly for ice, that she was too much like a wedge and went into the ice. However, the *Northern Light* has done a great deal of good service; she has continued running between Pictou and Georgetown for a month or six weeks to two months longer than the other steamers we had in the Island, to keep up communication between the Island and Pictou. As to certain seasons of the year, I think it is impossible for a steamer to get through at all times. The route by the Capes must be kept open, and some improvements I think might be made there. That was spoken of last year in this House, and one suggestion was to have boat houses built upon each side of the Straits. I myself have come down to the shore, and on reaching the ice I have found the boats turned up, it is true, but still they were full of snow and ice. If proper boat-houses were provided the boats could be kept dry and free from snow, which would be of great benefit both to the passengers and mails. If the Government will give their attention to this point, I think the crossing there would be greatly improved.

HON. MR. CARVELL—I do not know what injury the *Northern Light* has done to the hon. gentleman from Amherst that he should want to send her out to Hudson's Bay; she was never intended for that service, and I fear would not do very well for it. He says he was surprised that no reference has been made in this discussion to the crossing at the Capes. That, however, is a matter which can take care of itself. The Government have built a railway down to one place, and a company subsidized by the Government of New Brunswick have built a railway down to the opposite Cape; traffic has got to be maintained there, and I think that provision for the crossing of boats and passengers will follow in due course. My object in getting up was just to say this in defence of the *Northern Light*. My hon. friend spoke of the Government profitting by experience and getting information; I would like very much, if it were possible, that the *Northern Light* should be run for a time as her builder intended her to be. I do not like to go over what I have stated from this place before. But the *Northern Light* must be properly managed if she is to do good work. She draws two feet and a-half forward, and 18 or 19 feet aft, and with the round fore foot she has, if she struck the ice, instead of it stopping her she would run up on it. The first winter, I think it was, she stuck in Charlottetown harbor and they were unable to do anything with her. Mr. Sewell the builder was sent for; he went down there, and had something like 100 tons of coal taken out; he then started her and she went out of the ice, where before she was unable to go. A steamer that is built to be run in a special way, with a draught of only two feet and a-half forward, cannot be loaded down beyond a certain point if she is to be properly trimmed.

The difficulty experienced with the *Northern Light* would seem to arise from two causes: one is that when she begins to run and there is open water with very strong current, and a wind which frequently prevails there before the ice comes down, the captain and crew are afraid of her, because she stands in the water on her heel, having no hold on the water forward, and therefore they load her down. Again, the people of Prince Edward Island are very anxious to use her as a freight boat, and for the double purposes of carrying freight and passengers she never was intended, and never can be successfully used. But as I have said, I should like very much if it were possible that she should have a fair trial in ice when she is properly trimmed, and I believe that properly handled and loaded she will perform the duty for which she was built by Mr. Sewell. Under such circumstances I believe she would be able to cross frequently when, in the trim in which she has been kept for years past, she has been unable to make the passage. There is no doubt about that at all. Anybody who has at all observed this matter will see that this may account for her partial failure.

HON. SIR ALEX. CAMPBELL—I have no doubt that the explanation given by the hon. gentleman is the reason why the *Northern Light* is not a greater success than she has been, and I will call the attention of the Minister of Marine to the various remarks and suggestions that have been made. I am surprised to hear from my hon. friend opposite that the boat houses have not been built, I called the attention of the Minister of Marine to the matter last session, and he told me that the boat houses would be provided. I shall again call his attention to that question and to the various suggestions that have been made. The notice that the hon. gentleman from Charlottetown has given is that he will "call the attention of the Government to the expediency of making timely preparation for replacing the steamship *Northern Light* by a new vessel combining such improvements in design and construction as modern experience dictates." In reply to the enquiry, I may say that the Marine Department has entered into a contract for the building of a wooden screw steamer for Light House service in the Maritime Provinces, and it is intended to build this vessel with extra strong timbers, sheath her with green-heart, and plate her bows with steel or iron, so as to fit her for ice navigation, and assist the *Northern Light* when necessary. She will be ready for service in October next. It is also intended to repair the *Northern Light*, thoroughly, next season, replacing all defective timbers and plank, and otherwise strengthening the vessel and fitting her thoroughly for winter navigation. There would then be therefore for the service of the Government in or near these Straits, the *Northern Light*, thoroughly restored and strengthened, and this new vessel which is now being constructed, and which is to be finished in October, so that the valuable suggestion of my hon. friend would be acted upon and there would be another vessel there in the event of an accident happening to one of them.

I do not know that the *Northern Light* is the character of vessel that we should send on the important service to Hudson's Bay. She was not constructed for such service, and is not the kind of boat that ought to go there, and more particularly is that the case when she is not in good repair. She has to be over-hauled, and thoroughly refitted and defective planking taken out and replaced by sound timber during the summer. If the Government should undertake that service to the Hudson's Bay, of course it would be the desire of everybody that it should be done in a thoroughly effective manner, and I fancy that could hardly be anticipated if we despatched the *Northern Light* to do it, particularly in her present condition.

The Senate adjourned at 6 p.m.

THE SENATE.

Ottawa, Friday, Feb. 15th, 1884.

The SPEAKER took the Chair at 3 o'clock.

Prayers and routine proceedings.

THE WRECK OF THE BRITANNIA.

NOTICE OF MOTION.

HON. MR. ALMON gave notice of the following motion:—

That an humble Address be presented to His Excellency the Governor General, praying his Excellency to cause to be laid before this House, copies of all papers connected with the enquiry into the loss of the ship *Britannia*, which struck on the north-east bar of Sable Island on the night of the 3rd September last.

How many life boats are kept on Sable Island, size and draft of water of said boats, on what part of the Island kept? What number of hands required to man each boat, and how often are the crews sent out to practice in said boats?

He said: I suppose it would be out of place to enter into a discussion of the subject now, but I will mention briefly the reasons for giving this notice. On the 3rd of September last, a ship called the *Britannia*, coming from Jamaica to Montreal, struck on the north-east bar of Sable Island about midnight. In the morning she was signalled from the shore, and in the afternoon a life boat came towards them, not rowing, but sailing, until within half a mile of the wreck, so near that, according to the report of the Captain and others, they were close enough to wave their hats to one another. The boat did not attempt to pass through the breakers, though if a proper life boat had been used they would have been able to do so, but went back to the Island. The Captain was in hopes that they would attempt to take the boat across the Island, a distance of only half a mile, and they had plenty of horses, pulleys, &c., for the purpose, but the wrecked crew were left on the bar without any succor all that night and all next day, without any person coming near them. The next night about 12 o'clock they made a raft, by means of which they attempted to reach the Island. This raft was not upset by the waves, but the Captain's wife was washed overboard and she and her four children were drowned. The raft drifted to the island, and the exhausted crew were taken ashore. I do not wish to have any discussion upon the subject now, or until the papers are brought down. I merely mention these facts, though I know this is not the proper time to do so, in order that hon. gentlemen may be prepared to consider the question when it comes up. I have here a map of Sable Island, showing the places where wrecks have taken place on its shores during the last century. When we consider the fact that every year wrecks take place there, frequently accompanied by loss of life, it will be admitted that the matter is one which should be carefully investigated.

PAUPER IMMIGRANTS AT TORONTO.

ENQUIRY.

HON. MR. O'DONOHOE inquired:—

1st. From what cause or by what agency have some five hundred destitute Irish immigrants been brought, in June or July last, to this country and cast upon the charities of the city of Toronto, where they still are and must continue during the whole of this winter?

2nd. Why the Immigration Agent of the Government at that city feels it his duty neither to recognize nor aid them in any way?

3rd. Why these unfortunate people should be so exceptionally treated and placed as a burden on the already overtaxed charities referred to?

4th. That he will ask for any papers or correspondence in the possession of the Government on the subject.

He said: The notice contains everything that it is necessary for me to say on the subject. To bring such immigrants here is, for themselves as well as for the community on which they are thrown, a very great hardship. They are not the class that is needed in this country. They are without any means whatever, and are left in Toronto to die of starvation or exposure, without any protection whatever, and there is no agent of any Government to recognize them. How they came to this country or by what agency we cannot tell, and the object of my enquiry is to learn from the Government how it is that such a class can be suffered to be thrown as a burden upon any portion of the community in Canada. Toronto has quite as much to do in the way of aiding its own poor as it is able to accomplish. But this is a very unusual case, and one that I deem quite proper to bring before this hon. House, in order to devise means for their relief, and to prevent a recurrence of such immigration into the country. I have made every enquiry I could in

Toronto, but have been unable to learn by what agency they were brought to Canada. The Government, I have no doubt, will be enabled to give that information which the public have a right to expect.

HON. SIR. ALEX. CAMPBELL—In reply to my hon. friend's first question, I beg to say that the Irish in Toronto referred to in the question are a portion or a remainder of 6,359 of a special Irish immigration to Canada during the summer of 1883, in part sent out by the Irish Emigration Commissioners, and Mr. Tuke's Fund. Those now in Toronto appear to have come wholly from the Emigration Commissioners, from funds provided by Unions in the South and West of Ireland.

Before being sent out, Major Gaskell on behalf of the Commissioners and Mr. Hodgkin on behalf of the Fund, accompanied by Father Nugent, visited Canada to make arrangements for their reception and for providing them with work. These gentlemen visited Manitoba and Ontario, and called on the Minister of Agriculture, at Ottawa. They then reported that they had made arrangements with the Catholic authorities in Manitoba, and with the Catholic authorities and the Ontario Government in Toronto for the distribution and care of a certain number of Irish immigrants. The Minister of Agriculture also undertook that his agents should afford them every possible facility in assisting them to obtain work, and to afford to them the most favourable rates of transport accorded to other immigrants to Canada; on the condition that every family sent should contain a sufficient number of able-bodied workers willing and able to provide for the living of each family. The Minister of Agriculture further informed these gentlemen that if this condition was observed, the immigrants would be welcome to Canada, and be placed in a position to be useful to themselves and an advantage to the country.

In reply to Qnestion II.—The Immigration Agent of the Government, in the city of Toronto does not feel it to be his duty to treat these immigrants in any exceptional way, nor does he in fact do so; but on the contrary, they have been treated in the same way as other immigrants, and particular care has been bestowed upon them.

In reply to Question III.—This question is partly answered by the reply to last. It is not the duty of the Federal Government to take any charge of immigrants after they have been handed over to the provincial authorities. Its duty practically ceases with that fact, and the duty of the province begins. By the Union Act, the jurisdiction in the matter of immigration is joint between the Federal and Provincial Governments, and by the terms of a conference held in the Department of Agriculture in 1874, (under the Government of Mr. Mackenzie) at which the Province of Ontario was represented, it was specifically agreed that the provinces should leave to the Dominion Government the care of bringing immigrants from what may be called the emigration centres of Europe to Canada; and that, after distribution, the care of the provinces should begin.

In reply to Question IV.—There are no papers nor correspondence, the arrangements having been made at the personal interviews referred to

THE DOMINION EXHIBITION.

ENQUIRY.

MR. HAYTHORNE inquired whether copies of certain resolutions adopted at a public meeting held lately in Charlottetown, Prince Edward Island, and presided over by the High Sheriff of Queen's County, affirming the claims of that province to hold the Dominion Exhibition of Agriculture and the Industrial Arts, in the autumn of the present year in Charlottetown—has been received by the Ministers of Finance and Agriculture?

Also, whether a Memorial addressed to the said Ministers and adopted by the said meeting, setting forth more fully the claims of that province, to benefit in her turn by the holding of a Dominion Exhibition on her soil, has been received; and if so, whether the object contemplated by the Memoralists will receive the favorable consideration of Government?

He said: The people of Prince Edward Island have for some time past displayed considerable eagerness that a Dominion Exhibition of agriculture and the useful

arts should be held in their province this year. There is a sort of understood arrangement that these exhibitions shall be held by rotation in the several provinces, although that is not, I believe, a rigid rule or one that is invariably followed. Some of the larger provinces have had the Dominion Exhibition more than once, but the general principle of rotation seems to be adopted. Ontario has had the Dominion three times, Quebec at least once, and two of the Maritime Provinces, Nova Scotia and New Brunswick, also once each. Now, there is probably not so very much difference between the resources and population of Prince Edward Island and either Nova Scotia or New Brunswick as there is between those two provinces and Ontario, and therefore it appears that population, area and resources do not govern the choice, but that a sort of understanding prevails that a Dominion Exhibition shall be held in rotation in the different provinces. The principle is not new in this country, and it is one which has always prevailed in England with regard to the Royal Agriculture Society, and with regard, also, to some of the older provincial societies there, the Bath and West of England Association, for instance, which has had upwards of one hundred years existence. Observing these facts, the people of Prince Edward Island think it is high time to put in their claim to have the exhibition held in their own province this coming year; and they urge that claim with the more confidence, because they have exhibited at the different expositions held in Montreal, St. John and Halifax, I may say without any reservation, in a manner exceedingly creditable to themselves. Their live stock, their cereals and other exhibits which they have sent to those cities have elicited general commendation, notwithstanding that the Island exhibitors are placed at a very considerable disadvantage in having to transport their animals a long way. With regard to their cereals and roots, they are at a still greater disadvantage, because it is generally the custom in the Upper Provinces to hold those exhibitions at rather an earlier period of the year than suits Prince Edward Island. The climate of Ontario being several weeks earlier in seed time and harvest, than that of Prince Edward Island. The consequence is that some of the best productions of our soil are still immature at the period when the Toronto, or Kingston or Montreal exhibition is held. The people of Prince Edward Island are now strongly moved on this question. They are not only eager that the exhibition should be held there, but they are quite prepared to contribute largely from local provincial funds to cover part of the expense. I am advised that at a recent citizens' meeting held in Charlottetown, where the municipal finances were under consideration, a motion was put and carried, that if the citizens of Charlottetown would subscribe $2,000 towards the expenses of a Dominion Exhibition, the city of Charlottetown would subscribe an equal sum. Now, the citizens of Charlottetown, professional men, merchants and others, have agreed to contribute that sum if the exhibition is held there, and the city of Charlottetown subscribes as much more, and I think the Provincial Legislature will also contribute a sum amply sufficient to conduct that exhibition in a creditable manner. I have made these few remarks as explanatory of the question I have asked, which is in the first place :—

Whether copies of certain resolution adopted at a public meeting held lately in Charlottetown, Prince Edward Island, and presided over by the High Sheriff of Queen's County, affirming the claims of that Province to hold the Dominion Exhibition of Agriculture and the Industrial Arts, in the autumn of the present year in Charlottetown—has been received by the Ministers of Finance and Agriculture?

These resolutions were, by order of the meeting, to be transmitted to the Ministers in charge of those particular Departments, and, also, at the same time, a memorial was addressed to those Ministers more fully setting forth what was desired, and I, therefore, further ask :

Also, whether a Memorial addressed to the said Ministers and adopted by the said meeting setting forth more fully the claims of that Province, to benefit in her turn by the holding of a Dominion Exhibition on her soil, has been received; and if so, whether the object contemplated by the memorialists will receive the favorable consideration of Government?

This is the question ofwhich I have given notice, and I hope the Minister of Justice

will give us a favorable reply, because time is for our province of the utmost importance if the prayer of their petition is to be favorably received; inasmuch as the whole of the work is to be performed there, and the time for its performance is comparatively limited. Therefore, if the Ministry are disposed to give a favorable answer to our request, I think it will be doing the province a material service if an intimation to that effect could be given at the earliest possible date,—and this is the reason why I have occupied the time of the House in making these explanatory observations.

HON. MR. KAULBACH—I may be out of order in discussing the question which is before the House, but I really think that area, population and resources have a great deal to do with the success of such an exhibition. Prince Edward Island, with its limited population and resources, could not expect to have the Dominion Exhibition in rotation. It seems to me that is expecting too much, and that we should not confine ourselves to a province in holding those exhibitions, but that they should be held wherever we can concentrate the productive powers of the country. There is only one argument used by my hon. friend, which has any force —that is that the products of Prince Edward Island—especially cereals and roots —are later in maturing than in other parts of the country; and therefore they cannot be brought into competition with the products of other portions of the Dominion. I am sure it would be unreasonable to expect, on the part of Prince Edward Island, that the Dominion Exhibition should be held there alternately with other provinces.

HON. SIR ALEX. CAMPBELL—I do not know whether my hon. friend from Prince Edward Island will be content with the information which he has received from the hon. gentleman from Lunenburg, or whether he will desire a further reply on my part?

HON. MR. HAYTHORNE—I do not know where Lunenburg is.

HON. SIR ALEX. CAMPBELL—I quite sympathize with the hon. gentleman in his endeavour to obtain the Dominion Exhibition for Prince Edward Island. It is very natural that he should do so, and he has described the resources of that Island with his usual clearness and force. There is a difficulty, no doubt, in having an exhibition on a large scale in that Island, owing to the difficulty of access, and the limited population of the province. We find, even in places more accessible than Prince Edward Island, there is an unwillingness to exhibit at them, which results unfavourably to such exhibitions, and it is very desirable that they should be held at places easily accessible, not only by one route but by several routes, so that persons who have valuable cattle or property to exhibit may send them freely, quickly and safely, to their destination. The memorial and resolutions have been received, and the matter is now under the consideration of the Government. I wish I could say that it would receive the favourable consideration of the Government, because I should be glad to oblige my hon. friend, but I am not able to say so; I distrust that, but still it is under consideration, and at some early future day I will inform the hon. gentleman of the conclusion at which the Government have arrived.

GRAHAM DIVORCE BILL.

SECOND READING.

HON. MR. KAULBACH moved the second reading of Bill (A) "An Act for the relief of John Graham." He said—The 76th rule of the House is as follows: "The second reading of the Bill is not to take place until fourteen days after the first reading, and notice of such reading is to be affixed upon the doors of the Senate during that period, and a copy thereof and of the Bill duly served upon the party from whom the divorce is sought, and prove on oath of such service, adduced at the Bar of the Senate, before proceeding to the second reading, or sufficient proof adduced of the impossibility of complying with this regulation." To carry out this rule, I present to the House the certificate of the Clerk of the Senate as to the posting of the notice.

The certificate was then read.

HON. MR. KAULBACH—In order to further comply with the rule of the House

I wish to give evidence of the service of the notice. I therefore move that Edward Cawdell Barber be called to the Bar of this House to be sworn and examined.

The motion was agreed to.

Edward C. Barber was then called to the bar of the Senate and sworn, and examined as follows :—

Q. What is your name, place of residence and occupation or legal addition?

A. Edward Cawdell Barber, of the City of Ottawa, in the Dominion of Canada, gentleman.

Q. Look at the paper writing now produced by you, marked "A," intituled: "An Act for the relief of John Graham," and at the paper writing now produced by you, marked "B," being an Order of the Senate, dated the 30th day of January, 1884, both writings being certified by the Clerk of the Senate. Did you serve copies of these writings with the certificates thereon to the Clerk of the Senate upon Sarah Ann Graham, and on what day and date, and at what place?

A. I served duplicate copies of the writings now produced by me, marked "A" and "B" respectively, with the certificate thereon respectively of the Clerk of the Senate, upon the said Sarah Ann Graham, on Thursday, the seventh day of February, 1884, at her residence in the City of New York, in the State of New York, one of the United States of America, and being number 246 West 31st Street, in the said city.

Hon. Sir ALEX. CAMPBELL—I think a question should have preceded this, but I will ask the House to allow it to be put now, whether the witness knows this woman personally. I think that should be established to the satisfaction of the Senate. I, therefore, move that the witness be asked this question, "Do you know, and how long have you known, personally, Sarah Ann Graham?"

The motion was agreed to.

WITNESS—I do know her, and have known her about 18 years.

Q. State the particular mode in which you effected such service?

A. I served the said duplicate copies of the writings "A" and "B" respectively on the said Sarah Ann Graham by handing the same to her and leaving the same with her, having first read them over to her.

Q. Did you compare the said duplicate copies of the writing marked "A" and "B" with the said writings respectively, and ascertain that they were true copies?

A. I did.

Q. Do you know the Petitioner, John Graham?

A. I do.

Hon. Mr. KAULBACH—I have no more questions to ask the witness, and unless some hon. gentlemen wish to examine him further, I move that he be allowed to withdraw.

The motion was agreed to and the witness withdrew.

Hon. Mr. KAULBACH—By the 77th rule of the House, it is ordered that "the petitioner is to appear below the Bar of the Senate, at the second reading, to be examined by the Senate generally, or as to any collusion or connivance between the parties to obtain such separation, unless the Senate think fit to dispense therewith." I would ask the Senate to dispense with the petitioner being brought to the Bar of the Senate, and would move

"That the examination of the petitioner, John Graham, in this matter at the Bar of the Senate, as well generally as in regard to any collusion or connivance between the parties, be for the present dispensed with; but that it be an instruction to any Committee to whom the Bill upon the subject may be referred to make such examination."

Hon. Sir ALEX. CAMPBELL—I think it should appear upon the record that the petitioner is present at the Bar. As the motion now is, it would merely show that his being examined was dispensed with; I think it should show that the petitioner was actually below the Bar and ready to be examined in case the Senate should so desire. The rule is absolute, and reads "the petitioner is to appear below the Bar of the Senate, etc." It seems to me that the hon. gentleman should preface his resolution by the statement that the petitioner is below the Bar. The petitioner appearing below the Bar, ready to be examined, the hon. gentleman should then move that his examination be dispensed with. I submit to the House that that would be the more regular plan of proceeding, and we had better exercise great care that our procedure should be according to the rules and that all points of this kind are closely observed. It may be that, hereafter, our successors may desire to examine such witnesses, and they should have it before them that constantly, where we have dispensed with it, we have at all events had the person at the Bar

ready to be examined in case we so desired.

HON. MR. KAULBACH—I may say that I anticipated this suggestion would probably be made, and would inform the House that the petitioner is present below the Bar of the House, ready to be examined should the Senate desire it.

HON. SIR ALEX. CAMPBELL—Perhaps then His Honor the Speaker would give directions to the Senate to put upon record that, the petitioner having appeared at the Bar of the Senate, the motion was then made.

THE SPEAKER—If it is the wish of the House that I should do so, I shall order it to be inscribed on the record ; is it the pleasure of the House to adopt the motion ?

The motion was agreed to.

HON. MR. KAULBACH—Feeling that all the rules of the House, preparatory to a second reading of the Bill, have been complied with, I beg to move that the said Bill for the relief of John Graham be now read the second time.

The motion was agreed to, on a division.

HON. MR. KAULBACH moved :

That the said Bill be referred to a Select Committee composed of the Honorable Messieurs *Robert B. Dickey, Billa Flint, T. R. McInnes, Alexander Macfarlane, William J. Almon, George C. McKindsey, M. J. Macdonald, Elijah Leonard* and the mover, to report thereon with all convenient speed, with power to send for persons, papers and records, and examine witnesses on oath, and that all persons summoned to appear before the Senate in this matter, appear before the said Committee, and that the said Committe have leave to sit on Saturdays and other non-sitting days.

The motion was agreed to.

THE PRINTING OF PARLIAMENT.

SECOND REPORT OF THE JOINT COMMITTEE ADOPTED.

HON. MR. SIMPSON moved the adoption of the second report of the Joint Committee on the Printing of Parliament, and explained that it was one of the usual reports, and dealt largely with documents which were asked for last year. They were not now, however, considered to be sufficient importance to be printed, and in fact some of those who had moved for them did not now require them. The recommendation therefore was that they should not be printed.

The motion was agreed to.

The Senate adjourned at 4.30 p. m.

THE SENATE.

Ottawa, Monday, February 18th, 1884.

The SPEAKER took the Chair at three o'clock.

Prayers and routine proceedings.

FRENCH REPRESENTATION IN THE SENATE.

ENQUIRY.

HON. MR. BELLEROSE enquired :—

Whether, in view of the few members of French origin in this House, as compared with the people of the Dominion, the Government intends appointing a gentleman of French origin in place of the late hon. Mr. Bourinot, of Cape Breton, Nova Scotia ?

He said : I hope that I will be allowed to follow the practice which has been tolerated for years past in this House, and which has been followed in England, that is, to add some few remarks to the enquiry I am about to put to the Government. Not that I wish to take the time of the House, but I feel that it is necessary that I should submit to the Senate some figures to show that the minority in this country have just cause for complaint.

It is all very well for hon. gentlemen, when they have taken the lion's share, to rise in their seats and ask us to speak no more of French and English, but to be all Canadians. If those gentlemen are sincere, if they are desirous of promoting the welfare of our common country, let them add acts to those words, let them treat the French minority in the Dominion with

the same liberality which the French majority in Quebec have always shown towards the English minority in that province. Then honorable gentlemen will hear no more of our complaints, nor of the rights of the French speaking minority in the Dominion. Not one single gvernment has been formed since Confederation in the Province of Quebec, without there being therein, two Ministers at least of English origin, a proportion to which our fellow countrymen, speaking the English language are not entitled, if population is considered.

The present Government of that province is composed of six members, four of whom are of English origin. In the previous Cabinet there were three; and in the one preceding that, composed of seven members, three English speaking gentlemen had seats on the treasury benches of the province, as advisers of the Crown.

Such is, and such has been the constant liberality shown to the English minority in Quebec, by those poor French Canadians of that province. The French majority in Quebec have always done this cheerfully, actuated, as they were, by a sense of what is right. They even took a certain pride in doing so, feeling as they did, that a majority has nothing to fear, and that with them rests the duty of shewing justice, good will and liberality, and not with a minority, for whom it is enough to find and know that they are at the mercy of their fellow-countrymen, belonging to another creed and another nationality. The consequence of this has been that your Honors have yet to learn that any complaints in the shape of those you hear us making every day, have been formulated there. According to the last census, 1880-81, the population of the Dominion is 4,321,810 souls, represented in the Senate by 80 Senators, or about one Senator for every 52,700 individuals.

The French population of the Dominion is 1,298,929. At the rate of one Senator for every 52,700, as shewn before, there ought to be 24 Senators of French origin in this Senate.

If I look over on both sides of this House I find that there are only 17 French Senators, so that the French minority is far from having a fair representation in the Senate.

I will now take the Province of Quebec alone. Her population is 1,359,027 souls and she has a right to 24 Senators, or one Senator to, say every 56,600 souls. The French population of the Province is 1,073,820 souls, giving her a right to 19 Senators. She has only sixteen, so that each of the French Senators represent over 65,000 individuals. while each of their colleagues from the same province, of other origins, represent only 32,720 individuals. In the Province of Ontario you find a population of over 100,000 souls of French origin. That Province has a right to 24 Senators, or one for, say every 80,000 souls, and yet there is not one French speaking Senator appointed in that Province.

The third group, the Maritime Provinces, have also a French population of over 100,000 souls. That group has also a right to 24 Senators, or one Senator for every 33,000 souls, and yet at this moment there is not one gentleman of that origin occupying one of the 24 seats reserved in this Senate for their representatives. Such being the facts it can hardly be expected that the French Senators will refrain from vindicating the rights of those they represent here; much less that they will sit quiet when, asking redress, they are met with disfavor, and sometimes when no possible argument can be urged against their demand have to submit to ridicule being cast on their pretensions. The hon. Senator for DeSalaberry truly said some few days ago: "If we were here for our own pleasure we would take good care never to refer to this subject, the discussion of which this House seems to be tired of. But that which we are advocating is a question of rights, it is a part of an inheritance which does not properly belong to us and which we are in duty bound to preserve for those coming after us."

No, we are not at liberty to fulfil or not to fulfil such an important duty. We could not, without being traitors to our province, and untrue to our fellow-countrymen, neglect protesting against any acts of the Government which tend to deprive them of such vested rights. Gentlemen holding a seat in this House, or in the other branch of this Parliament, are in

duty bound to see to the preservation of those rights. If they fail to do so, they are unfaithful to their duties. They are answerable for their guilt to God and men, and I say I would rather resign my seat than sit here silently witnessing the wrong that is done to those I represent. An indemnity is paid to members each session: that money is theirs if they do what is right and fulfil the duties which their position imposes upon them, but not so if they fail to discharge them.

HON. SIR ALEX. CAMPBELL.—I shall not follow the hon. member into the discussion which he has raised on this question, and which he has raised on the practice which certainly has obtained in this House, and, I believe, obtained in the House of Lords; but I will content myself with answering his question. In reply to his enquiry I beg to say that the appointment in the place of our late colleague, Mr. Bourinot, will be made by His Excellency the Governor-General, on the advice of his responsible Ministers, and it would be contrary to the duty of those Ministers to inform anyone in advance of what their advice to the Crown will be.

The Senate adjourned at 3.50 p.m.

THE SENATE.

Ottawa, Tuesday Feb. 19th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

THE LIBRARIAN.

ENQUIRY.

HON. MR. BELLEROSE enquired:

Whether the Government, in consideration of the comparatively small number of employes in the Civil Service of French Canadian origin, intends to appoint a Librarian speaking the French language, to replace the late Mr. Alpheus Todd?

He said: The hon. Minister of Justice in his remarks, when answering my speech on the right of the French minority in this Dominion to have a Senator of their origin sitting on the Treasury Benches, was pleased to state that the French minority had no reason to complain; that if they had not a Minister of their origin in this House, they had more than their share in the public service of the Dominion. He referred to the report in answer to an address of the Senate in 1882, which report was placed on the table of this House some few days ago. His words, as I find them in the Senate *Debates*, are as follows:—

"There may be no French Canadian gentleman on the Treasury Benches of this House, but let the hon. gentleman study the report which has been laid upon the table of the House this session and he will find that there is an abundance of French Canadians in the public service here and elsewhere. There is nothing to be said in favor of the English community because they do that. They do so willingly, I am sure, but if they did not do so willingly, the French Canadians are strong enough, and resolute enough, to insist upon it. But happily for us and for the whole community, there is no necessity for asserting rights which we are most happy to yield to them."

Now the hon. Leader of the Senate, having made this statement from his seat in this House, I was bound to accept his words. Though I was convinced that this statement of his was not in accord with the facts. Yet I was bound not to contradict him before I had a chance of looking into the matter and comparing his statement with the official return. This I have done, and what do I find? Not only has the French minority not received at the hands of the English majority a fair share of the public patronage, but on the contrary, they have not even received such a share as, though not in proportion to their numbers, would even show a disposition on the part of the majority, to recognize the rights of the minority. And yet the hon. Minister praises himself and praises the English speaking commnity, because (as reported in the *Debates*) "there is an abundance of French speaking Canadians in the public service, &c.," and "there is no necessity for asserting rights which we are most happy to yield to them," (to the French minority.)

Should the rules of this House allow me

to do so, I would certainly not say that the hon. Leader of the Senate knew better; that he himself having laid upon the table of the Senate the official return he alluded to, he must have been aware that his statement was not supported by the facts. Neither would I, by any means return the compliment which he thought fit to address to me on the same occasion, when, in answer to my attack upon the Secretary of State, he used the following words which I quote from the Senate *Debates* :—

"It is a habit which is certainly much better abandoned. If it is a habit, and I hesitate to call it one, but if it be called a habit or practice of the hon. gentleman it is one much better left alone."

No, hon. gentlemen, I will not return the compliment. I feel that the hon. gentleman, being one of the leaders of the great party I have supported for forty years past, I ought not to lose my temper and utter words calculated to injure him. We have fought too long together (and we will have to fight much more) for me to create bad feelings between us. Having been a constant supporter of his, and he having derived many advantages from my support, I owe him a debt of gratitude which I am in honor bound to admit and never to forget. I could not then, under such circumstances, use strong words against the hon. gentleman, whatever may have been the expressions he has used towards me, one of his old supporters. Taking the official report referred to by the hon. Minister I find that the number of officials in the whole Dominion is 3,530 of whom only 627 speak the French language, or in other words, a proportion of about six to one; that the amount of salaries paid to them is $2,136,005 of which $456,803 is the aggregate amount of the salaries of the French speaking officials, also a proportion of six to one.

Now, if I open the census of 1881, I find that the population of the Dominion is 4,324,810 souls, of which 1,298,929 are of French origin, leaving a population of $3,025,871 of other origin.

So that while the French are about one-third of the whole population of the Dominion, the officials of French origin are only one-sixth of the whole Government staff in Canada, and the salaries of this French-speaking faction form only one-sixth of the amount of the salaries paid to the whole of the Government officials.

Now, hon. gentlemen, if such be the case—and it cannot be denied—have not the French minority in the Dominion good reasons to be dissatisfied? Are they not bound to ask for redress, and use all constitutional means to force the Government to do justice to those whom they here represent? Is it not their duty to ask that a fair share of patronage be extended to those who are the descendants of the pioneers of this country; those who have fought the battles of our mother countries, old France and Great Britain; and by so doing have prepared a home for millions of people, who will be only too happy to come to us in due course of time, and make fortunes for themselves?

HON. SIR ALEX. CAMPBELL—In referring the other day to the return which had been laid on the table of the House, I did so not having seen any synopsis of it, and not being aware that any synopsis had been made. I spoke, however, on the authority of a person who had examined the return, and who informed me that the French-Canadian race were abundantly represented in the service of the country. Under the impression that that was correct, I used the language which the hon. gentleman has quoted. I do not think the jealousy which he constantly feels with reference to the French-Canadian race obtains in the other Provinces of the Dominion, even if it obtains very generally in the Province of Quebec. I have never heard the French-Canadians in Ontario, or British Columbia, or Nova Scotia, New Brunswick, or Prince Edward Island put forward any special pretension to be considered distinct from their fellow subjects. But it would be almost impossible to get on with public affairs if it was necessary to consider each distinct race, and each distinct Province. If the French-Canadians of other Provinces are to have distinct pretensions of their own to places and position, why should not the Scotch, the Irish, and every other race claim a distinct position by itself? Say, for instance, the Irish in Prince Edward Island are so many—what would we think if they should claim that they should have so many offices? In

Quebec, where the French-Canadians are in a large majority, and where they have held, from the beginning of the country, a distinct position, which was recognized at the time of the conquest, and since then by repeated acts of legislation, it is quite proper and natural that their position should be considered, and that these precautions and safeguards should be observed; and the jealousy which the hon. gentleman feels is, perhaps, natural as regards that Province, but I am happy to think that it does not prevail in other parts of the Dominion, and that the French-Canadian, or Acadian people in those provinces do not set up any peculiar claims for themselves, but are willing and happy to cast in their lot with other nationalities, which have just the same rights and pretensions, and whom it would be impossible to consider separately. The information which the hon. gentleman asks for, I cannot give him. He is a very old parliamentarian, and knows as well as I do that it is impossible for the members of a Government to say in advance what their advice to the Crown would be on any given event. When the appointment of which he speaks is made by His Excellency his advisers will take the responsibility which falls upon them, and give him such advice as they think best in the interests of the country, and for which they will be responsible to Parliament. I can give him no other answer but that. I am sure, in giving him the answer I did the other day, I did not in any way intend to injure his feelings, much less to diminish or speak lightly of the respect which I owe and feel to the great race to which he belongs, but because he asked a question which it is impossible for a Minister to answer in any way other than I did on that occasion. If I forebore going into a discussion then it was not with a view of giving him a short answer, but rather to avoid entering into a discussion which might lead to ill feeling, and which could not be of service to the country, or to the cause which he has at heart. I have given him the only answer which it is possible for a Minister of the Crown to give.

SENATOR DICKSON.

MOTION.

The order of the day having been called—Consideration of the report of the Committee appointed to consider the orders and customs of this House, and privileges of Parliament,

HON. SIR ALEX. CAMPBELL said: This is a report of the Committee on the privileges of Parliament, informing the House that our colleague, Mr. Dickson, had been absent for two consecutive sessions of Parliament, and it follows from that that his seat, under the Act of 1867, has become vacated. It was thought best then, by the House, that Mr. Dickson should have some notice of the fact of the Committee having sat, and of the conclusion at which they had arrived. I entirely concurred in the view, though none of us thought it was a necessity, and none of us thought it would be incumbent upon this body to take that step before the action which I now propose. Nevertheless, to avoid any danger to the seat of a member of the Senate, and to ensure his having sufficient notice that his seat had been under consideration and that a resolution has been come to by a Committee of the whole House with reference to it—to avoid any danger of that being done without his knowledge, and under circumstances which, when brought to his notice, might have enabled him to give new information to the House—as for instance that he was in the neighborhood of Ottawa and unable to attend in his place, or some other reason of that kind which might induce us to pause, or change perhaps the whole resolution of this House—it was to avoid any danger of that kind, not as a necessity, but as a matter of precaution and consideration, that we decided that notice should be sent Mr. Dickson of the resolution which was arrived at. That notice was sent, and we understand from the letters which were laid before us by His Honor the Speaker, the other day, that Mr. Dickson has received the information and has not sent any official reply. Nothing, therefore, remains to be done, but to move, as I propose to do, that the seat shall be vacated, and that information shall be conveyed to His Excellency the Governor-General, of the fact, in order that it may be open for the Crown to make a new appointment.

I am sure that we all very much regret the necessity which has arisen to take this

step. Most of us have known Mr. Dickson for very many years, and have enjoyed the advantage of his presence in this House and his assistance in its committees, and we all regret, I am sure, very sincerely that his failing health should render necessary the steps which we are about to take. I move that the said report be adopted.

HON. MR. POWER—When this matter was up for consideration before, I raised some question as to the necessity or propriety of the resolution moved by the hon. Minister of Justice; and it was understood at that time that the matter might be discussed now. I regret to say that, owing to the extreme pressure of business in our Chamber, I overlooked the matter, and have not been able to examine the law on the question, as I should have desired. I have, however, given the subject some consideration, the result of which has been rather to strengthen the view that I expressed when the matter was up before. The 31st section of the British North America Act says: "The place of a Senator shall become vacant, in any of the following cases"—there is no qualification to that; it says that the seat shall "become vacant." It is a positive statement; and the first cause mentioned is "if for two consecutive sessions of the parliament he fails to give his attendance in the Senate." Now nothing that can be done here can alter the effect of this Imperial enactment. No doubt we have, in connection with the indemnity paid to members, a provision that, if a member is ill within ten miles of the Capital, he is entitled to receive his sessional allowance. Provision is also made, that if a Senator attends any meeting of a Committee of the Senate during the Session of Parliament, it shall count as a sitting of the House, for the purpose to which I have just referred. Those regulations, statutory I believe in this case, may serve to guide our actions here, but they cannot affect the Imperial statute, which declares expressly that if a Senator fails for two consecutive sessions to give his attendance in the Senate his place becomes vacant *ipso facto*. I do not think there is any doubt about that. Under that subsection of the statute alone there could be no question about the matter; but it was suggested by one or two hon. gentlemen that the 33rd section might be looked upon as overruling that. The 33rd section is as follows: "If any question arises respecting the qualification of a Senator or a vacancy in the Senate, the same shall be heard and determined by the Senate." There is no question here of the qualification of a Senator, and I do not think there is any question of a vacancy in the Senate. The vacancy exists. There is no question as to whether the vacancy exists or not, for there is no doubt of the fact that the Senator has been absent for two consecutive sessions. There might be some question in a case under a later sub-section as to whether a Senator had been adjudged bankrupt or insolvent, or if he had ceased to be qualified in respect of property or residence, because those are things which would not appear from the records of the Senate itself. Those are things which the Senate should enquire into before it could know them; and questions would necessarily arise with respect to disqualification, under those sub-sections. But under the first sub-section of the 31st section, it seems to me that no question can arise. Our own journals, the journals of the Senate, are the most authoritative records that we can have. I wish to point out the practical inconvenience that might arise, if the action we are now taking were drawn into a precedent. Suppose that a change of Government took place—I do not think there is any immediate probability of a change taking place—but suppose one did occur, and suppose two or three hon. gentlemen in this House had not been able to give their attendance for two sessions; we will suppose the Reform party were in power; it might be—and if the process which has been going on for some time, continues, it probably would be the case—that a new Government coming in might not have two members in this House to represent it. It would need a French Minister (if we adopt the views of the hon. Senator from DeLanaudiere) and an English Minister, and it might be that the Government would not have two members in the Senate to act as Ministers here. One can see, if this action we are taking to-day were drawn into a precedent, that the Senate, by refusing to pass a resolution, might prevent the Government from being represented in this Chamber by Ministers. What

I am saying is not likely to affect the House in any way; but I wish to put my views before the House, and to protest against this action of to-day being used as a precedent to bind the Government, or this House, on any future occasion. I put it to the hon. Minister himself—suppose that on the day after the prorogation of Parliament last year, the Government had appointed—knowing from the Clerk of this House that the Senator from Niagara had not given his attendance here for two consecutive sessions—suppose that they had appointed a successor to the gentleman whose absence we regret; will the hon. Minister of Justice undertake to say that the Government would not be perfectly justified in doing so, or that any question could be raised about the seat of the member so appointed by the Government? Once a member has been absent for two sessions, the Crown has a perfect right to make an appointment, and this House, it seems to me, has no legal or constitutional right to raise a question about it.

HON. MR. VIDAL—I think my hon. friend has departed from his usual care in handling this question. He appears to me to fail to discern the broad distinction between the existence of a fact and the proper establishment of that fact as existing. Now, I can conceive it quite possible that an hon. gentleman might come down to Ottawa; he might even attend a committee meeting in the morning, he might be taken suddenly and severely ill and not come back for two sessions. How would you meet a case like that? There would be nothing on record to show that he was here, and yet he might have been here attending a meeting of a committee. It is just in order to meet a possible case of this kind that this precedent is being established, and as I believe, very wisely established, that due notice should be given a member whose seat is attacked. No one questions the existence of the disqualification as set forth in the Imperial Act. No person questions that we have no right to interfere with that Act, but is the simple fact that the gentleman's name is not recorded in the minutes sufficient to warrant the Government in concluding that his seat is vacant and in filling the position. I say not, I say that in a case of this kind a member should have an opportunity of showing, if he can, that that record is incorrect, and that he had been present on some occasion during the two years, either at a meeting of a committee or in the House.

HON. SIR ALEX. CAMPBELL—I think that we took the more desirable and wise course in giving Mr. Dickson notice as we have done. It could do no harm; and as to establishing a precedent which might be attended with some risk, I am not able to follow the hon. gentleman from Halifax (Mr. Power), in his remarks upon that subject, nor do I think that any answer is necessary to the question which he put to me, that the Government would be in a position to appoint a new Senator to fill a vacancy, simply on hearing of it, or on having a certificate from the Clerk of the House that a member of the Senate had been absent from his place in the House for two consecutive sessions. I think some action of this House should precede the action of the Executive Government. In addition to the statement which the hon. gentleman read from the British North America Act, he will find that the 33rd Section (I do not notice whether he read it or not) is as follows:—

"If any question arises respecting the qualification of a Senator, or a vacancy in the Senate, the same shall be heard and determined by the Senate."

HON. MR. POWER—I read that.

HON. SIR ALEX. CAMPBELL—In the clause immediately preceding that, it says:—"When a vacancy happens in the Senate by resignation, death or otherwise, &c." The "otherwise" refers to the various causes of disqualification, and the circumstances which create a vacancy referred to in the three or four sub-sections of the 31st section. One of these is, "If for two consecutive sessions of the Parliament he fails to give his attendance in the Senate." The vacancy is created by that, but a question may arise as to whether the vacancy really exists, and it is desirable that every Senator should have an opportunity of taking such steps as he pleases to protect his seat and assert his right to holding a position in this House. If action were taken, as the hon. Senator from Halifax suggests, and the Clerk gave

the certificate to the Secretary of State that a vacancy had occurred in this way, and the Governor-General were advised to fill that vacancy, hon. gentlemen could see that very great jealousy might arise, and the action of the Executive would be viewed by this House with great distrust. They would consider that it was for this House to take action first, and to say whether, in the first place, the attendant had been wanting during two successive sessions, or whether there was any question about it. I think the true course has been followed. There are other cases besides that mentioned by the hon. gentleman from Sarnia, where attendance would be sufficient. If a member attends a committee, he attends the Senate, because the committees are bodies constituted by the Senate, and they are for the moment the mouth, eyes and ears of the Senate, and therefore attendance at a committee meeting is an attendance in the Senate. I am sure this House would not vacate the seat of any member who had been shewn to have been present at a meeting of a committee although he might not have been present at a meeting of the House. We know that in the United States sometimes there are committees formed for the purpose of transacting business during the vacation. That might possibly be the case here. I remember one instance since we had an existence where a committee was instructed to transact business, and did transact business, during a vacation. Attendance there might be construed as attendance in the Senate—I do not say that it would be, but it might be so contended. It ought to be under this 33rd rule the province and privilege of this House to say whether the vacancy had or had not occurred.

HON. MR. DICKEY—As one of those who took the responsibility of suggesting the course which, I think, the House has very prudently taken in this case, I wish to say a word or two on this subject. It would be most unfortunate if there could possibly be any doubt whatever on this point, and I am therefore very glad indeed that the mistaken view, as I apprehend, which has been taken by the hon. member from Halifax has not been supported by any other member of this House. I think my hon. friend answered himself when he quoted the British North America Act, or that clause of it which refers to this matter, and which indicates in the most unqualified manner, without any conditions whatever, that under no circumstances does the seat of a member become vacant *ipso facto*. He admits in the very next breath that, though one of those cases is absence for two consecutive sessions, yet there are other cases—for instance bankruptcy or crime—proof of which must necessarily be made, and ought to be made. Why so? If his contention is that the vacancy occurs, *ipso facto*, by the very words of the Act, these words apply to the other two cases, and ought to govern them in the same way—should govern the whole three cases together. Therefore I think my hon. friend has answered himself, and I do say—without reference to this particular case, but speaking generally—it would be a monstrous thing if in the case of any hon. gentleman—whether it arises from absence during two consecutive sessions, from presumed bankruptcy, from imputation of crime, or any other cause,—his seat should be vacated without any notice whatsoever. I do say that would be monstrous, and I would like to ask what possible objection can there be to giving a man fair notice before his trial or conviction? The Act says the Senate is to "determine," and how is it to be determined? Surely by giving the party notice so that he may not be tried without being heard. It commends itself to one's common sense, and all the instincts which one feels, not only as regards a member, but as regards anyone, no matter who he is; therefore I can hardly take in the objection my hon. friend makes. Why does he object that this course should be taken, when it cannot possibly do any harm whatever, and is nothing but justice to an absent man? On these grounds I think the Government has taken a wise precaution in this instance, and I should deplore any other course which would have the effect of taking advantage of the absence of a man, whose face many of us have not seen for two years, when it quite possible that the question migh have been fairly answered when they came to determine it under the terms of the British North America Act.

HON. MR. POWER—I am sorry that my hon. friend from Cumberland could not understand the point of my objection. I shall not go over the argument again; but I simply say that if a resolution of this House is a necessary pre-requisite to filling up a vacancy created in this way, then the House may, if a Government happen to be in power to whom the majority in the Senate are hostile, refuse to pass a resolution permitting the Government to make the appointment. I think that is a serious objection. I was going to suggest that there is another course which it appears to me might be pursued, and which has some advantages, at any rate, over the one adopted in the present instance. We are now in the middle of the third session, during which the Senator from Niagara has been absent. The district for which he has been appointed has been, to a certain extent, unrepresented up to the present time,—I say that *pace* my hon. friend opposite.

HON. MR. PLUMB—I consider where it comes from.

HON. MR. POWER—It might be that that section of the country might suffer very materially from the absence of a Senator. Now, it seems to me that it is quite bad enough that the place of a Senator should be vacant for two sessions, and I think it should not continue to be vacant any longer than that; and the reasonable business-like way would be, at the close of the second session, to send a notice to the absent senator, and, when the second session had elapsed without his presenting himself here, then, in my judgment, it should be the duty of the Clerk of our House, or some other officer, to send him a notice, similar to that given in the present case, so that the Government of the day would be in a position, on receiving a certificate from the Clerk that this notice had been sent and received, to make the appointment, in order to have the seat filled at the beginning of the following session.

HON. MR. BOTSFORD—That could not take place at all, because this House is the judge of the fact by which he becomes disqualified. That fact must be proved, whether it be because of two years' absence or any other cause of disqualification, and the Government certainly should not be authorized to make the appointment on the certificate of the Clerk. The fact must be investigated before the Senate. The principle is clear, that the disqualification must be investigated by the House, and this privilege has been given to the Senate in order that no senator shall be deprived of his seat without investigation, or before the Senate ascertain the fact of his disqualification. That seems to me to be clearly what the Act requires, and it should not be relegated to the Clerk.

HON. MR. PLUMB—My hon. friend from Halifax has not shown his usual skill and logical faculty in discussing this question, particularly in the attempt to get himself out of the dilemma which he created in replying to what had been said in answer to his contention. It is perfectly plain that by the 33rd section of the British North America Act the Senate is compelled to judge of any question in respect to the occurrence of a vacancy in this body The various occasions upon which a seat can be vacant are given in the 31st section, and in the 33rd it says:

"If any question arises respecting the qualification of a Senator, or a vacancy in the Senate, the same shall be heard and determined by the Senate."

How can it be "heard and determined" if the Senator is absent for two consecutive sessions at the end of the second session when there is no session of the Senate; the second session has not yet concluded, and the question cannot be discussed until the next meeting of Parliament. The default has not been completed until the Senate is prorogued with the general prorogation of Parliament, and it must necessarily come up at the third session. My hon. friend has shown a singular lack of his usual acumen in the statement he has made just now. I am surprised that any member of this House should desire to have a snap judgment passed on the seat of any member, and especially in such a painful case as this where a member is prevented by illness from attending for two consecutive sessions. As the leader of the Government has said, we cannot ascertain that fact

unless we make some special inquiry. He may come to a committee which has not a quorum, and even then I think his attendance is good; or he may be in the neighborhood of the House, and unable to attend. I think the seat of a member is a vested right and should not be taken from him except after the most deliberate inquiry, and it is due to the dignity of this body, and due to every member of the Senate, that a course should be pursued which will give anyone whose seat is vacated every possible opportunity to place himself right before the Senate, if there has been any error in the proceedings with regard to him. In this case, my hon. friend whose absence from this House we all regret—and no one more than myself who was his personal intimiate friend, not only here in Ottawa, but in the place of his residence, who was my next door neighbor, and to whom I have been attached for many years—was unable to come, and I think it was due to him and would be due to every other member—would be due to the hon. gentleman himself, who, I hope will not be precluded by any accident from giving his presence to this House, to which he contributes so much erudition and of which he is so useful a member—that every possible precaution should be thrown round any decision which would affect his right to a seat in this hon. House; and I am glad that the Government have taken this method of dealing with the first case of the kind, to show that under such circumstances the Senate will act with the utmost deliberation, and guard with the utmost jealousy the rights of any man who is called on to sit in this Chamber.

HON. MR. KAULBACH—I think the course pursued by the leader of the Government in this House is a wise and prudent one, and the safest one to adopt. There should be some means by which the Senate can determine whether a member has subjected himself to disqualification. I must say that the hon. member from Halifax certainly submitted a very fair and reasonable argument to the House, and it commended itself to some extent to my judgment until I read the Act itself. I think that we are rather indebted to the hon gentleman for having brought this matter to our notice and having it fully considered and determined by the House in the manner in which it has been. I concur in the view taken by the House generally. There may be some means by which the Clerk of the House should inform the Government at the end of the session of what he conceives to be vacancies in the House, and probably the vacancies might be filled—if the House determines that such exist—earlier in the session than by the mode adopted, and the absence of a valuable member from this House might not be so long delayed

The motion was agreed to on a division

HON. SIR. ALEX. CAMPBELL moved that an humble address be presented to His Excellency the Governor-General founded on the resolution of the Committee.

The motion was agreed to.

HON. SIR ALEX. CAMPBELL—I will now offer to the House a resolution in which, I am sure, we will all concur: that is, a resolution expressing regret at the absence of Senator Dickson from amongst us. Many remarks were made the other day when this motion was under discussion, and some have been made to-day, but none have been made which sufficiently express the regret which, I am sure, we all feel in the loss of our late colleague. Mr. Dickson has been a member of this House since Confederation, and was a member of the Parliament of old Canada prior to that time. He was a man well known, and greatly esteemed in every position and relation of life. His health, I am sorry to hear, is so broken down that there is no expectation, and no possibility almost, of his ever being able to leave home again. This we all regret, and I propose, as we did in the case of Sir Edward Kenny, to send him an expression of our regret that the connection which existed so long between him and other members of this House should be severed. I move:—

That the members of the Senate beg to convey to their late colleague the Honorable Walter Hamilton Dickson, the expression of their sincere regret at the severance of the tie which has hitherto connected them, which has been occasioned by his failing health, and beg to assure him that they will cherish pleasant recollections of their association with him for so many years in the Senate of Canada.

HON. MR. PELLETIER—In performing the painful duty of seconding the resolution, I fully endorse the remarks made by the leader of this House. Though it has not been my good fortune to be so well acquainted with our late colleague as many hon. members of this House, I have had the pleasure and the advantage of meeting him very often when I was in the other House, and I am sure that every member of the Senate must feel, as I do now, that his absence is a loss to this Chamber. His services have always been well appreciated, and, I am sure, that all the members of this House, French and English, will miss him from amongst us. I heartily endorse the kind and sympathetic remarks which have been made by the hon. Minister of Justice.

HON. MR. FLINT—I wish to say a few words in reference to my friend the Hon. Mr. Dickson. I first became acquainted with him in January, 1848, in the City of Montreal. We sat side by side in Parliament during that, and following sessions until 1851—up to about, I might say, the elections of 1851. From then down to the time that he left the House, we were fast friends, and I wish to bear my tribute of respect to the hon. gentleman, and no one, I am sure, will regret more than I do that failing health has caused his absence from the Senate. He was always a genial friend of mine, and we seemed to enjoy one another's company, and I know that he endeavored to discharge his duty faithfully. Although we differed politically in reference to many things, yet there were many subjects on which we fully agreed, and I am satisfied that his place will not be filled with a better man than he was. I regret very much that he is so situated, that he cannot continue his presence here, and I regret very much his loss to the House and to the country.

HON. MR. POWER—I think it only right to say that, as I objected to the resolution offered by the leader of the House a few minutes ago, I do not wish any hon. gentleman to be under the impression, or that Mr. Dickson should be under the impression, that there was the slightest possible personal feeling on the matter. I can say that I endorse most cordially everything that has been said of Mr. Dickson to-day. I think that probably there was not a more lovable man in either House of Parliament than he was, or a man whose absence would be more deeply and sincerely felt than his has been.

The motion was agreed to.

HON. SIR ALEX. CAMPBELL moved that His Honor, the Speaker, be requested to communicate a copy of the foregoing resolutions to the Hon. Walter Hamilton Dickson.

The motion was agreed to.

PRIVATE BILLS.

TIME FOR PRESENTING EXTENDED.

HON. SIR ALEX. CAMPBELL moved that the time for presenting Private Bills be extended to Tuesday next, the 26th instant.

The motion was agreed to.

The Senate adjourned at 4.20 p.m.

THE SENATE.

Ottawa, Wednesday, 20th Feb., 1884.

The SPEAKER took the chair at Three o'clock p.m.

Prayers and routine proceedings.

THE POSTMASTER AT ST. PERPÉTUE.

MOTION.

HON. MR. TRUDEL moved:—

That an humble Address be presented to His Excellency the Governor-General praying that His Excellency will cause to be laid on the Table of this House, copies of complaints, documents and evidence, touching the manner in which the Postmaster of Ste. Perpetue, in the County of Nicolet, has discharged the duties of his office; also, copies of all orders and decisions on the said subject whether by the Honourable the Postmaster-General or by Her Majesty's Privy Council.

The motion was agreed to.

The Senate adjourned at 3.30 p.m.

THE SENATE.

Ottawa, Thursday, February 21, 1884.

The SPEAKER took the Chair at Three o'clock p. m.

Prayers and routine proceedings.

PETITIONS FOR PRIVATE BILLS.

HON. MR. MACFARLANE asked permission of the House to present a petition which, by some irregularity of the mail, he had only received to-day. The time for presenting petitions having expired, he asked leave to suspend the rule in order that he might be allowed to introduce this petition.

HON. SIR ALEX. CAMPBELL hoped his hon. friend would not ask to have the rules suspended. There must be an end to the time for presenting petitions for private Bills. The time had expired in the House of Commons, as well as in the Senate.

HON. MR. MACFARLANE said he supposed the petitioner must take the consequences of not having sent the document in time, but he would call attention to the fact that there was some detention of the mails which prevented it from reaching him in time to present it yesterday.

HON. SIR ALEX. CAMPBELL—Yesterday would have been too late.

HON. MR. HOWLAN presented the sixth report of the Committee on Standing Orders and Private Bills.

HON. MR. PELLETIER, in conformity with the recommendation contained in the report of the Committee, moved the suspension of the 51st rule in so far as the same related to the petition of the Sovereign Fire Insurance Co.

The motion was agreed to.

THE WRECK OF THE BRITANNIA.

MOTION AND ENQUIRY.

HON. MR. ALMON moved :

That an humble Address be presented to His Excellency the Governor-General, praying His Excellency to cause to be laid before this House, copies of all Papers connected with the enquiry into the loss of the Ship *Britannia*, which struck on the north-east Bar of Sable Island on the night of the 3rd September last.

He said : A few days ago, when I gave notice of this motion, I mentioned that my reason for doing so was that this wreck was attended with the loss of about 13 lives which I thought, under different circumstances would have been saved. I will recapitulate what I said the other day when I gave notice of this motion. The Ship *Britannia* left Jamaica in August with a cargo of sugar on a voyage to Montreal. A few days before she struck, she met with a storm, in which she lost one of her boats and injured one of her masts, and the Captain's chronometer was so damaged that he was put out of his course. About midnight of the third of September he struck on the north-east Bar of Sable Island, about 8 miles from the Island itself. In the morning, at early dawn—and you will bear in mind that in the month of September the mornings are long and sunrise was about a quarter after five—he perceived by the signal staff that he was seen from the Island. At half-past one o'clock a life boat under sail came within half a mile of the ship—so near that they mutually waved their hats to one another. The boat approached until the breakers were before it and then turned back. I asked the Captain if there was water enough for the boat to go over the breakers, and he said that there was not the slightest doubt of it. I asked him if a good life-boat could have gone through the breakers : he said, "to save life I would have tried it with a common boat." However, the boat turned back to the Island, and he thought, as he informed me, that they were going to take the boat across the Island, at a point where it was quite narrow—only about half a mile—and they could then have reached the wreck without going near the breakers. You will remember that they had come a distance of 15 miles, and approached within about half a mile of the wreck, and there was nothing in the condition of the sea to prevent them rescuing the shipwrecked people, since, by going this way, they could have escaped the breakers. But the boat never came, and the ship-

wrecked people remained all the next night on the wreck. Next day no boat came: that night, after having been 48 hours on the wreck, it broke up. A piece of the side of the wreck, which he described as being 30 feet long, and about 12 feet wide in the widest place, became detached from the vessel. He and the other 16 persons got on board this raft. Amongst them were his wife and four children. This was about midnight. The raft was not upset, but the waves dashed against it with such force that it knocked them all off. They got on again, and another wave carried off his wife and one daughter, and they were drowned before his eyes. Another wave carried away his eldest daughter, and then another the remaining two children, and he witnessed them perishing before his eyes. All his companions, with the exception of three, were drowned. The raft floated down opposite the station and a life boat put off and saved the survivors. I asked him what was the reason the life-boat did not cross the bar. "Well," he said, "Sir, out of the eight men on board that boat, besides the steersman, there were only two sailors, only two men that ought to have been on a life-boat. The rest of the men were employed in agriculture, and unaccustomed to the sea, and two of them I was told, and believe, were sea-sick. This was the crew. Why did they not make an attempt next day to reach the ship? They say it was stormy. Fortunately, we have a witness who has nothing to do with either party. Next day a vessel sailed to within half a mile eastward of the wreck, and saw it and came as close to it as they safely could, but seeing no signal they thought it was an old wreck and left it. Why there was no signal is explained by the captain of the *Britannia*, as is shown by the following despatch from Parrsboro, to the Halifax *Herald:*

Have just been called upon by Capt. Cook, of the barque *Recovery*, who, it will be remembered, reported a ship ashore at Sable Island last week on his arrival here. Capt. Cook wishes to report that in the evening preceding the breaking up of the *Britannia* he sailed within half a mile of her, when he discovered breakers and then the vessel. His son called his attention to the wreck, and after tacking ship and getting about, every effort was made to discover the condition of the wreck. The glass revealed no one on board, and as no signal of distress was flying Capt. Cook concluded the wreck must be old, and as he was already on dangerous ground he determined not to investigate. Only a light sea was running, and had a signal of distress been exhibited, Capt. Cooke has no doubt but that the whole crew and passengers of the unfortunate *Britannia* could have been saved. Capt. Cook's family and officers witnessed the scene as described.

That, I think, shows, particularly when next day no effort was made to reach this vessel, that it could have been done. Now when a man goes in a life-boat it is not for pleasure; he goes prepared to take his life in his hands, as has been frequently the case in the life-boat service of the Old Country; and I feel that if sufficient effort had been made, there would have been no difficulty in saving those people. It was said in a paper that I stated that the reason why they did not approach the boat was through cowardice; I do not think it was. I think it was through incapacity. When we reflect that only two of the crew were really sailors, we cannot wonder at what occurred, and if any of you have ever been sea-sick you will readily understand that a man who is sea-sick is capable of very little exertion. I want to see the papers connected with the investigation. I think that it was not properly conducted; it was held at the Marine and Fisheries office at Halifax, when, I think, it ought to have been held at Sable Island. The person who conducted it is Captain Scott, who is himself, to a certain extent, responsible for this state of things. He has often been to Sable Island, and if there was anything wrong with the life-boat service, he was to some extent implicated. What I state now is not from hearsay, but from respectable parties, and I am convinced that, if an investigation takes place on the Island, it will corroborate all that I have stated, and that is what should be done. The circumstances I have from the Captain himself. He had no animosity towards the crew of the life-boat; he was crushed by the loss of his wife and four children, as any man would naturally be under the circumstances, but he bore no malice towards the crew of the boat. I told him that so far as I was concerned I would bring it before a higher tribunal. This incident has gone by, but I think we should, if possible,

direct public attention to the subject, in order that a strict investigation may be held to show whether this state of things cannot be changed. I do not blame the Minister of Marine and Fisheries—I do not expect that he shall visit all the light-houses and life-boat stations in the Dominion; that is impossible. Nor do I expect that the Deputy Minister will do so. Deputy Smith is a man 72 years of age, as will be seen by the *Parliamentary Companion*, and besides he was not brought up to the sea, but was taken from a Custom House at St. John. I do not think he could do much down there, even if he did go; but what I think ought to be done is to take some of the Pilot Commissioners of Halifax, men who have served their youth on vessels, and who have made their money and retired. They are a most efficient body—let two of them be sent down to investigate this case, and I am satisfied we will have a different report from the one which has been submitted to Parliament. In old times Sable Island was under the direction of Commissioners appointed for the purpose. I think there were five, amongst whom were Edward Cunard, and Edward Wallace, who had been in the Royal Navy before, Mr. Millar and others. I think the system we have now is a wrong one. I believe that more money should be given to maintain that station. The man who has charge of the Island now is not a salior, but a very good Scotch farmer from Pictou county. If you will read the report you will find that he has succeeded in raising so many bushels of turnips and other produce which is very praisworthy, but I think produce could be bought at a much cheaper rate, and that the man in charge should be a sailor. I do not like the way this incident is mentioned in the report of the Marine and Fisheries Department. This is what they say speaking of the vessel:—

"The British bark *Britannia*, 444 tons register, six years old, with seventeen persons on board, struck on the north-east bar of Sable Island during a dense fog, on the morning of the 3rd of September last, while on a voyage from Jamaica to Montreal, with sugar and rum, and became a total loss. The vessel was valued at $22,000 and was insured for $15,000. The cargo was valued at $40,000. The vessel was owned by Mr. Thomas Yates, of Shoreham, England.

"The wreck was discovered, by the lookout on the Island, at daylight on the 3rd of September, and the life-boat left for the rescue, but only succeeded in getting within half a mile of the wreck owing to the heavy sea breaking over the bar. On the morning of the 5th, when the weather had moderated, the boat again put off for the scene of the wreck, but the vessel had, in the meantime, been broken up. The master and three seamen were found floating on a piece of the wreck, and were rescued and cared for at the station on the Island. These were the only persons saved, out of the seventeen on board. Amongst the lost were the Captain's wife and four children. This was the only wreck which occurred on the Sable Island or bars during the last year."

You would not suppose from this report that a day elapsed without any notice being taken of the wreck. The details are slightly inaccurate, but I have no doubt it is merely a clerical error, and not intended to deceive, yet it would be just as well if it had been put down more correctly. Having made these remarks, I hope the matter will not rest with me, but that other members of the Senate who are more acquainted with seafaring operations, will give their opinions as to whether it is not possible that if diligence had been shown, more lives would have been saved, and whether, if another investigation were held into the matter, it would not throw more light on this case.

HON. MR. CARVELL—I am very glad that this question has been brought up, and I have no doubt that it will meet with a hearty response from every hon. gentleman in this House, inasmuch as the feeling which has prompted my hon. friend to move in this matter is the belief that lives were lost which need not have been lost on the occasion referred to. In 1879 the steamer *State of Virginia* was wrecked not far from the point where the *Brittannia* was lost. The Government steamer *Glendon* was about to make her second voyage to the scene of the disaster, and bring up the remainder of the crew and some of the effects of that unfortunate ship, and I, being in Halifax, took passage and went down to Sable Island, and in that way got some little knowledge of the state of things there at the time. I may say that in connection with the loss of that ship, in the endeavor to get the crew and passengers ashore from her, she lying within between one quarter and half a mile from the Island, nine lives were lost. I had a conviction at the time, with-

out being now able to give the reason for it, that the lives need not have been sacrificed and would not have been lost, if a force of men with proper experience had been there to man the life-boats. I have forgotten how many now, but there were quite a large number of the passengers and crew successfully landed. One boat, however, upset, and nine lives were lost, and talking the matter over afterwards with the people on the Island, and with the captain, officers and crew of the ship *State of Virginia*, I was led to conclude, and now believe, that if a proper class of men had been there to man these life-boats, that that boat need not have been upset, and these nine lives would not have been lost.

Sable Island, which is a narrow strip of land some 22 to 24 miles long, with an average of not, perhaps, more than six or eight feet above high water mark—the highest point on it being not more than 20 feet, or certainly not 30 feet, above high water mark—has drawn down more vessels perhaps than any other Island known to the civilized world. The map which I hold in my hands gives a view of the known wrecks on the Island, and it is almost impossible, as hon. gentlemen will see who refer to this map, to fire a shot from any point of the compass towards the Island without passing through or over some wreck on its shores; and most of those wrecks have been attended with loss of life.

As has been said by the hon. gentleman from Halifax, I think that the man in charge of the station, a very estimable man, and a very excellent man so far as discipline and all that sort of thing goes, and one for whose kindness and hospitality I can vouch, having sat at his table more than once—is not the man who should have charge of a life-saving station, for that is really what Sable Island is, or what it should be. It has been well said that he has been a very estimable man as a farmer, but he should have about him experienced mariners who should be ready at any time to take their lives in their hands in the face of danger when their services are called for. The kind of testimony we have as to the circumstances connected with this case, and it ought to be taken with a certain amount of margin, is, that the weather was not too rough; that the day was fine, and that the boats from the Island went off under sail. There is a discrepancy between the statements: one statement is that they rowed some twelve miles. The statement of the unfortunate people who were on the ship was that the life-boat sailed out from the head station to within, perhaps, a half a mile of the ship; but whether they sailed or not, I think the first thing that suggested itself to me on hearing the story is that if this boat was to windward, or off shore from the wreck, that there ought to have been some means, some appliances, by which they could have approached more nearly to the wreck. For instance if the wind was on shore and therefore on the wreck, if the life-boat is off shore from the wreck it might be dangerous, as it often is dangerous, to approach too close to the wreck; but with proper ground tackle, and proper appliances they could go down near the ship by dropping anchor and paying out chain or hawser, as the case might be, so as to get so near to the wreck that a rocket with line attached, or other appliances could be thrown on board, and so make a passage from the wreck to the life-boat. There is no question at all that about noon on Monday or Tuesday—the day after the vessel struck—she struck in the middle of the night, I think—the life-boat was within half a mile of her. Such being the case it is very clear to my mind, and I have some knowledge of things of this kind, having gone down a good deal to the sea in ships—that with proper appliances and proper men that ship ought to have been reached. But the life-boat disappeared. She went back to Sable Island. Of course we must understand that in discussing this matter we are talking to a great extent in the dark, I know nothing of the evidence that may have been produced before the Court of Inquiry. It may be that when these papers come down, our present opinions as to the facts may be upset; but it seems to me from all that I have seen in the newspapers, and from what I have heard from my hon. friend from Halifax, that there was no weather between the noon of one day, and the noon of the second day after—from the noon of the third to the noon of the fifth, that could have prevented these boats with proper men in them going out and looking at that ship. It does appear

to me, from the partial information I have, that the life-boats ought to have been out. I was once on that Island for the greater part of a day, and the impression I got then, and the impression which I conveyed to the then Minister of Marine and Fisheries was, that the people were not the kind of people to have charge of a life-saving station, and that is after all, I think the great good to be effected by this motion to get that impression fixed upon the minds of the Government, and of the Minister of Marine and Fisheries in particular—that proper men should have charge of that station and that they should be supplied with proper appliances to save life when it is in danger.

The captain of the vessel who bore down upon the wreck saw no signal of distress, and saw no signs of life on it, and very properly came to the conclusion that it was an old wreck. The captain of the *Britannia* had cut away the masts and there was no place to fly a signal that could be seen at any distance. When hon. gentlemen realize that these lives were lost, and it is supposed they need not have been lost, they will acknowledge the importance of the motion which has been made by the hon. gentleman from Halifax, and made in the hope that that station, which is of so much importance where so many vessels are lost, will be made more effective as a life-saving station. The Island is over 20 miles in length, and it is regularly fenced with the wrecks of vessels upon which hundreds and thousands of lives have been lost. There is no point on the Continent of America which, in so short a space, has been the cause of so much loss of life as Sable Island, and I do not think that the Government or the authorities having that matter in charge, have appreciated the importance of a much larger, and if necessary, a much more expensive staff being organized there for the safety, or saving of lives of those who are unfortunately driven on shore. The matter is one that must commend itself to the best consideration of hon. gentlemen and it is not necessary for me to say anything more about it.

HON. MR. KAULBACH—I do not know that I can add anything to what has been said by my hon. friends on this subject, yet, coming as I do from that part of Nova Scotia which sends forth a large number of men engaged in the fisheries along that part of the coast,—probably the most perilous part of the coast of Nova Scotia—I know there is not a vessel engaged in the fisheries but what feels a certain amount of terror in approaching the shore of that Island in the prosecution of their calling, and I am sure they will be glad to know if anything better can be done for the protection of life and property from the dangers of shipwreck on that treacherous shore. Everybody who knows anything about Sable Island is aware that it is surrounded by sand banks extending miles from the Island itself, and when a vessel touches once it is beyond all hope of being saved. The object then is, as far as possible, to save life. Immediately a vessel touches it becomes imbedded in the sand, and every appliance should be secured for the relief of the crews and passengers. I have myself conversed with owners of some vessels that have been on that shore and they appeared to recollect the wreck of this vessel. I remember, in one particular instance, the skipper of a vessel belonging to the town from which I come saying that he was under the impression, having passed the Island on the second day, and knowing the weather, that with proper appliances the lives of the crew might have been saved. I am very glad that this matter has been brought to the notice of the House. I know that Sable Island was, at one time under the charge of the Nova Scotia Government, and we had a so-called Governor there, who was well skilled in these matters, with proper assistance—Captain Crowl, and others who knew thoroughly all about sea-faring matters, and had all necessary means and appliances for saving life; and although there were as many wrecks then, and probably more, the loss of life was not so great under circumstances such as occurred in this case. I do not know that I could say anything more on this subject, but if I had remained silent, I feel that the people who are employed in the fisheries on that Island would consider that I was derelict in my duty.

HON. MR. POWER—I think that the whole seafaring public are under great obligations to my hon. colleague for having brought this matter before the House, and

I hope the remarks which he has made, and those of the hon. gentleman who followed, will make the Government—or that particular Department of the Government which has to deal with Sable Island—alive to the importance of this question. My hon. colleague has shown—provided the facts are as reported to him—that some fourteen valuable lives were lost in the wreck of the *Britannia*, which might have been saved. The hon. gentleman who followed him showed that, on a previous occasion, a number of lives were lost which might also have been saved, and it is safe to say that within the past fifteen or sixteen years many lives have been sacrificed there which might have been saved if the life-saving station had been differently managed. I think my hon. colleague has made out, at any rate, so strong a case as to render a further investigation into this matter quite imperative. He has given sufficient reasons why the investigation that has taken place should not be deemed satisfactory by the Government, and it certainly is not satisfactory to the country. I, therefore, hope that the Government will act on the suggestion of my hon. colleague, and see that a further and searching investigation takes place. One circumstance alone, which is kept out of sight in the report of the Department on this matter, seems to render an investigation absolutely necessary—it is the fact that a whole day was allowed to elapse without any effort whatever being made by the people on the Island to rescue those on the wreck. That is something which seems quite unaccountable, and which ought to be explained. If the statement made by my hon. colleague is correct—that only two seafaring men are comprised among the people at the life-saving station—that would account for it, as two men are not enough to take a life-boat to a wreck, in rough water; therefore, if that is the case, I think the Department is very much to blame for having so inefficient a staff on the Island. The history of the case, and the comparison made by my hon. friend from Lunenburg, as well as my hon. colleague from Halifax, between the way in which Sable Island was managed in old times—when the Government of Nova Scotia had to deal with it—and the manner in which it is managed now, is only a sample of the changes which have taken place in the management of a great many things in the Lower Provinces, since Confederation.

HON. MR. ALLAN—Hear! hear!!

HON. MR. POWER—The hon. gentleman from Toronto says hear, hear, but just here is a fact which goes to prove my statement; and if necessary a great many other facts might also be supplied. Out of the small revenue which she possessed in old times, Nova Scotia maintained an efficient staff on the Island for the purpose for which it was intended. I am not accusing the Government of the Dominion of refusing to spend money there, because I think they have built a second light-house since the Island has come into their hands; but the Department which has charge of this Island shows a want of capacity to do its work properly. It understands the way how not to do it, as they do in a great many other Departments. This is a station intended chiefly for the purpose of saving life. There are two light-houses to be kept up, and the particular object beyond that of having a staff and having a residence for the Governor (or whatever he may be called) is, in the first place to save the lives of persons who are on shipwrecked vessels, and in the second place to feed and shelter those persons after their lives have been saved. Now, the Government have so managed that this station, which was intended chiefly to save life, is devoted largely to agricultural purposes, and the staff is not fit for the purpose for which it was intended. If, instead of sending a farmer down there, they had followed the course indicated by my hon. colleague from Halifax, and had sent down half a dozen Nova Scotia fishermen, no such misfortunes as has arisen in this case would have occurred. While the subject of Sable Island is up I wish to call the attention of the Minister of Justice to another matter which I think deserves the attention of his colleagues in the Government within whose particular sphere of duty it may come. We have been promised more than once, within the past few years, that a sub-marine telegraph cable should be laid to connect Sable Island with the mainland of Nova Scotia. This promise

has been made several times, and has been referred to in the reports of the officers of the Government. It appears to me that now it is quite time that very important cable was laid. It would not be very expensive, and it would be of very great service in many cases.

HON. SIR ALEX. CAMPBELL—I think my hon friend who has introduced this motion will have done a considerable service to the cause which he has at heart. I should be very sorry to believe that the persons who have been placed on this Island for the purpose of attending to the life-boat are merely farmers. I believe that such persons could be selected with peculiar care, so as to secure efficiency in the management of boats, and I agree with my hon. friend that the fishermen of Nova Scotia are the proper class of men to manage those boats on Sable Island. I shall take care to bring the subject under the notice of the Minister of Marine. I cannot think that the Department is so badly managed as the hon. gentleman who spoke last would lead us to believe, as the gentleman who presides over the Department, though not a sailor himself, has been a shipowner, and has been interested in ships for years, and knows the value of sailors' lives, and knows how far it is essential, in the management of the Department entrusted to him, to take every precaution to have these boats efficiently manned. He is also assisted by other persons who have had great experience in that department of the work. The Deputy Minister is a gentleman who has been long engaged in that character of work, and although not a seaman, is, from his habits of life, particularly alive to the dangers that attend seafaring men, and anxious, besides, to do all in the power of the Department to guard against those dangers. The hon. gentleman who first spoke thinks the enquiry into the loss of the *Britannia* was not a sufficient one. I have not seen the papers connected with it, and I am not able to speak in that respect, but I shall take care to bring the hon. gentleman's remarks before the notice of the Minister, and I think I speak the sentiment of my colleague in the Department when I say that if there has not been a sufficient enquiry, he will take care that a proper investigation shall be made on the subject.

HON. MR. ALMON enquired :—

How many life-boats are kept on Sable Island, size and draft of water of said boats, on what part of the Island kept? What number of hands required to man each boat, and how often are the crews sent out to practice in said boats?

He said :—My informant, the captain, with whom I had a long conversation, tells me there are two boats on the Island, and that they are good and efficient. The first boat put on the Island was a present made by Miss Dick, a celebrated philanthropist, who effected a reformation in the lunatic asylums of the United States by banishing straight jackets, etc. She came to Halifax, where I had the pleasure of seeing her, and went down to Sable Island. Out of her own private purse she made a present of the first life-boat on the Island. That boat has gone, but the two that are now there are good boats, though I am afraid they are both kept on the same side of the Island ; but there would be very little objection to that if there were horses and conveyances to remove the boats from one side of the Island to the other when required. I think they ought to be kept at the ends of the Island. There are seventeen hands on the Island, but that is not force enough to man the two boats. It takes eight men to manage a boat, and occasions might arise when it would be necessary to send out both of them at the one time. The captain was so positive that there were only two seafaring men there that he mentioned their names : one was a Dane and the other a Swede. There ought to be a regular crew set apart for each boat. In the old times the governor of the Island, as the man in charge was called, used to take the helm. I am very familiar with the history of the Island. In the year 1819 a number of relatives of mine were wrecked on the Island, and were there for some time, and were saved with a good deal of difficulty. That made the history of the Island a household story, and therefore my attention has been directed towards Sable Island, though I have never been there, and what I say about it is grounded on facts. Of course, I have stated nothing but what I really believe, but I have very strong reasons to believe my statement to be strictly correct.

HON. SIR. ALEX. CAMPBELL—The reply which has been furnished to me to the question which the hon. gentleman has put is: The life-boat was launched from the north side of the Island as soon as the wreck of the *Britannia* was discovered on the morning of the 3rd September, and the boat got to about a quarter of a mile of the vessel but was unable to proceed any further owing to the heavy sea breaking over the bar, and returned without rendering any assistance, and any subsequent attempts to return were impracticable, owing to increase of sea until after the vessel had broken up, but on the morning of 5th September the boat succeeded in rescuing the Captain and three seamen from a piece of floating wreck, the only survivors out of seventeen. Two life-boats and four surf-boats are kept on the Island. A life-boat 33 feet long and three surf-boats at the main station, where the Superintendent and the staff of boatmen, consisting of 16 men, reside, and a smaller life-boat and surf-boat at the east end station. As to the number of men required to man each boat, and how often the crews are sent out to practice, we have no report from our Agent.

I have no doubt they should be able to inform the House more particularly about the number of men necessary to man each boat and about sending them out to practice. I shall take care to bring the matter to the notice of the Minister to see what can be done to remedy what shortcomings may—and I apprehend from what has been said to-day do—exist at Sable Island.

THE LICENSE ACT.

ENQUIRY.

HON. MR. WARK—I should like to inquire of the Minister of Justice whether the Government have received any communication from the Mayor of St. John relative to the complications which have arisen there with respect to granting licenses?

HON. SIR. ALEX. CAMPBELL—No complications in the city of St. John have been brought under my notice. I have had a good many communications brought before me, but none that I remember from the city of St. John.

HON. MR. WARK—I do not know that it is necessary to put a formal notice on the paper, but it is stated that the Mayor of St. John refuses to act on the Board on the ground that he would be sacrificing the rights and interests of the city, which is acting under a royal charter, the terms of which are very explicit. The charter was granted by George III in 1785, and the clause relating to licenses runs thus:—

"And we do further, for us, our heirs and successors, grant unto the said Mayor, Aldermen, and Commonality of the City of Saint John, and their successors for ever, that the Mayor of the said city, for the time being, and no other whatsoever, shall have power to give and grant licenses under the common seal of the said city, to all such persons as he shall think fit, to license them or every of them, to sell at public outcry or auction, or to keep a tavern, an inn, an ordinary, a victualling or a coffee house, or to sell wine, brandy, rum, strong waters, punch, beer, ale, or any excisable or strong liquors whatever, within the city of St. John, or the liberties or precincts thereof, by retail, or the small measure under the quantity of five gallons."

Whether the License Act passed last session will over-ride that is a question, but the Mayor, it seems, has refused to act on the Board lest he should compromise the rights of the city.

HON. SIR ALEX. CAMPBELL—I am quite sure that no communication of that kind has reached me.

The Senate adjourned at 4.20 p.m.

THE SENATE.

Ottawa, Friday, Feb. 22nd, 1884.

The SPEAKER took the Chair at three p. m.

Prayers and routine proceedings.

A PROPOSED ADJOURNMENT.

MOTION WITHDRAWN.

The order of the day having been called:—

That when the House adjourns this day, it do stand adjourned to Thursday the 28th February, instant, at 8 o'clock in the evening.

HON. MR. FERRIER asked leave to withdraw the motion.

HON. SIR. ALEX. CAMPBELL—Explain?

HON. MR. FERRIER—It was suggested to me by an hon. member that I should give this notice, and I agreed to do so, but in making the promise I said I would ascertain in the first place whether such adjournment would interfere with the public business. Finding that it would not, I gave the notice. To-day, when I asked the hon. member to second the motion he refused to do so. I suppose he did so because I was the oldest member of the Senate, but though I am the oldest, I still retain some self-respect, and I therefore ask leave to withdraw the motion.

HON. MR. BELLEROSE—Until I saw the notice it never occurred to me that there should be an adjournment, but on looking over the paper I find that we will have to come here on Monday, as we will do to-day, for three or four minutes and then adjourn. For Tuesday there is nothing at all on the order paper; Wednesday will be a public holiday. There is no Government business before the House, and no business in the hands of private members that would be interfered with by an adjournment till Thursday. I am prepared, therefore, to second the motion.

HON. MR. POWER—There is a question of order involved here that I wish to have settled by the Speaker: the rule requires that there should be an intermediate day between giving the notice and taking it into consideration.

The motion was withdrawn.

THE FISHERIES OF NOVA SCOTIA.

MOTION.

HON. MR. POWER moved:

That an humble Address be presented to His Excellency the Governor-General, praying His Excellency to cause to be laid before this House, copies of all Reports made to the Department of Marine and Fisheries, between the first day of March, 1881, and the last day of December, 1882, by F. H. D. Veith, Esq., an Officer appointed to inspect and report upon the condition of the Rivers in Nova Scotia, and to perform other duties in connection with the Fisheries in that Province.

He said: The hon. gentleman from De Lanaudière was rather premature in rejoicing over his having to spend only a few minutes here to-day. If the hon. gentleman proposes to wait until I conclude my remarks on the subject of which I have given notice, he will have to stay a good deal longer than he supposed.

I do not think that any apology is due to the House for dealing at some length with this matter. In the first place, although the papers which I ask for may not be, in themselves, very important, they deal with a subject of the very greatest importance to the whole Dominion and to Nova Scotia in particular; and I think it is a subject on which a good many hon. gentlemen may have something to say—I sincerely hope that they may.

It is a fact well known, at least to most gentlemen who come from Nova Scotia, that there, as well as in other Provinces of the Dominion, the river fisheries have, of late years, fallen off very considerably, owing to different causes—to unwise and hurtful methods of conducting the fisheries, and to the obstruction and pollution of the rivers by manufactories of various kinds. Now, it is of vast importance to the fishermen in particular, and to other classes of the population in general—more especially in the Province of Nova Scotia—that some steps should be taken to put a stop to this process of deterioration in our fisheries, especially the river fisheries, which has been going on for a great number of years. While I say the river fisheries particularly, I may say that it is known to gentlemen who have much to do with fisheries, that the shore fisheries suffer when the river fisheries deteriorate. As soon as fish cease to go up the rivers, then other fish which frequent the shores in the neighborhood of those rivers cease to come in such numbers, and, therefore, fisheries of all kinds depend a great deal on the river fisheries. I shall call the attention of the House to a few statistics which go to show the great importance of the fisheries, more particularly to Nova Scotia. In the Trade and Navigation Returns for the past year I find that the total exports from Nova Scotia of the pro-

ducts of that Province during the year ending the 30th of June last, were of the value of $9,492,653. Of that amount $5,087,498 consisted of the products of the fisheries, showing that considerably more than half the total exports of the Province of Nova Scotia was derived from the fisheries. Then, the products of the forest, the next most valuable export, were only of the value of $1,650,811. The value of the manufactures exported was only $410,311. For the whole Dominion of course the proportion is very different. The total exports of the Dominion for that year were $98,085,804; the export of the products of the fisheries was $8,856,926; and, as bearing on the subject which I propose to discuss, I may remark that the value of salmon alone exported from Canada during the last fiscal year, was $1,402,985. I may, while I am dealing with these statistics, remark that I have taken my figures from the Trade and Navigation returns, and not from the Fisheries report; and I propose to explain why I prefer the former. In the report of the acting Commissioner of Fisheries for the present year, at page 65, there is a table giving the value of the fisheries for the year 1883. This table makes the value of the Nova Scotia fisheries for that year $7,621,500, while the Trade and Navigation returns show that the exports of fish were only $5,087,000, so that this statement of the acting Commissioner of Fisheries makes the produce of the Fisheries one-third more than the amount exported from Nova Scotia; and for the whole Dominion, this officer makes the produce of the fisheries for last year $17,215,675, that is, more than double the amount exported. I cannot tell how the officer has arrived at these figures. He does not give the authority, and he does not tell us how he gets the figures, but he states that, "the total value of the fisheries for the year 1883 may be approximately reckoned as follows," and then goes on.

Now, the only explanation that I can see of the discrepancy between the figures given in the Trade and Navigation Returns, and those given in the acting Commissioner's report is that the officer who compiled this statement was of opinion that the home consumption of fish made up the difference. I think that as far as Nova Scotia is concerned, his view was that the home consumption amounted to one-third of the whole production. It is unnecessary to say to hon. gentlemen who come from that Province that we did not consume $260,000 worth of fish in Nova Scotia last year of our own production; and I think the same will hold good with respect to the rest of the Dominion. At any rate those figures are not reliable for the Province of Nova Scotia.

HON. MR. DICKEY—Were not the Trade and Navigation Returns made up at the end of the financial year ended the 30th of June?

HON. MR. POWER—Yes.

HON. MR. DICKEY—Then it rather shows an increase in the latter part of the year.

HON. MR. POWER—That will not account for the discrepancy. Each report is made up for a year, but the years end at different times. If we had not caught and exported fish during the previous year, that might make the difference; but the export, as statistics show, is tolerably steady.

It has been suggested by the hon. gentleman from St. John (Mr. Lewin) that the difference may be accounted for by the fact that a considerable quantity of the fish caught in Nova Scotia is forwarded into the interior of the Dominion; and a considerable quantity is so forwarded, but not enough to account for the difference; and that will not apply to the figures for the whole Dominion, which show that the discrepancy is still larger for Canada as a whole than for Nova Scotia.

HON. MR. PLUMB—But is it possible to make a calculation and show how much fish is consumed in different places?

HON. MR. POWER—I simply show why I take the Trade and Navigation Returns in preference to the report of the Department. The figures show a great discrepancy. I do not undertake to account for it; and I am not making any charge against any officer of the Department; I am simply pointing out that the discrepancy exists.

The importance of the fishing interest which is clear enough, I think, from the figures which I have quoted, becomes still more apparent when we consider that the export of fish represents a larger clear gain to the country than that of almost any other production which we export; because the expense of catching and curing fish as compared with their value when exported is probably relatively smaller than the expense connected with any other of our exports, even lumber.

Then, another reason why it is important is that the number of fishermen in the Dominion is very large. In Nova Scotia alone the census returns show that there are about 24,000 fishermen. The same returns show that in the whole Dominion there are abont 52,000 fishermen. Apart from their importance otherwise as members of the community, those fishermen, in case this country became involved in a naval war, would be the right hand of the Dominion. I have said enough to show that it is very important that some remedy should be found for the diminution of the catch of fish in our rivers, and of the catch of fish which resort to the rivers. Salmon, for instance, when not caught in the rivers, are caught on their way to them. In order that the steps taken to remedy the evil should be effective, we must know what the abuses are to which the decline in the fisheries is due; and it is our duty, and the duty of the Government more particularly, to hear the suggestions of men who are competent to give opinions on the subject, both as to the causes and as to the remedies for the evil. Actuated, I presume, by these motives, the late Minister of Marine and Fisheries in, I think, the month of March, 1881, appointed Mr. Veith, of Halifax, to inspect the various rivers in Nova Scotia and report the result of his inspection to the Department. Mr. Veith is a gentleman whom I believe to have been peculiarly fitted for the discharge of the duties for which he was appointed. He was a vigorous and energetic man, a thorough sportsman, and a man not likely to be influenced by either fear or favor. He went at a work which had never been thoroughly done before; and my belief is that the work was done by him in a thorough and satisfactory manner.

Mr. Veith spent two whole fishing seasons at this work. I have not seen his reports, but I presume he reported fully to the Department on the results of his inspection, and no doubt his reports would contain a great deal of information which would be of much value to Parliament and to the country at large, as this information has never been collected before in the same way, or in so satisfactory a way, and is not accessible anywhere else. The contents of these reports of Mr. Veith's have not been given to us by the Minister in his report. That is the usual way of getting information of that sort; but perhaps the reports were too long, and for that or some such reason the information is not contained in the annual report of the Minister, or in the appendices to it. Feeling that the information is of so much value and importance, I thought it was my duty to make the motion which I now do, which will, I hope, have the effect of bringing the papers before the House, and ultimately before the public. I wish to say that the motion, and the remarks I have thought it my duty to make, are not intended in any way as involving a censure on the Government. I have reason to believe that since the change of Government no great change in the administration of the law with respect to the fisheries has taken place, and consequently what I say is not intended to reflect on the present administration.

I feel certain that those reports of Mr. Veith's will be looked for with a great deal of interest by all classes of the population, more particularly by sportsmen and fishermen. The fishermen are now, I am happy to say, becoming every year more alive to the necessity of protecting the fisheries, and of avoiding injurious and improper modes of fishing, the result of which is to destroy one of the chief sources of their maintenance. I think I have said enough to justify the motion that I make, and perhaps I have said as much as hon. gentlemen will care to have me say; but, in looking into this subject I have been led a little beyond what I originally proposed to say, and, if the House will pardon me, I shall, while I am on my feet, pursue this subject of the river fisheries somewhat further.

One subject which is of some importance in connection with the river fisheries, is that of the artificial propagation of fish.

During the past ten or twelve years Canada has paid large sums for the artificial breeding of fish, chiefly salmon. In the Ontario hatcheries there have been large numbers of white fish hatched, but elsewhere the propagation has been confined principally to salmon. There is no doubt that the hatcheries have been a success, as far as the propagation of vast numbers of young fish is concerned, but, as far as I am able to ascertain, there does not seem to be any evidence that the fish hitherto produced in that way have brought back any commercial or practical return for the outlay that has been incurred in their production. On this point I shall ask the House to allow me to quote at some little length from a letter, which most hon. gentlemen have seen, from the late Commissioner of Fisheries. I quote from his letter simply because it gives the facts in a more convenient form, and puts them more strongly than I could do myself. He says:

"Canada has eleven Government fish hatcheries now in operation, eight of which are occupied in hatching salmon eggs only, besides two private ones, which also hatch the true salmon; two are employed in hatching salmon, whitefish and trout eggs, and one hatches whitefish and pike-perch. The earliest of these hatcheries has been in operation for about fifteen years, and the latest for two years; the principal ones have existed since 1873. The entire cost of these public establishments to date is $259,400.

The whole number of fish bred and distributed from 1868 to 1881 is about one hundred and five millions, of which about twenty and a half millions were salmon, and about sixty-nine and a half millions were whitefish.

The total catch of these two kinds of fish in the five provinces where hatcheries exist is given in the Census returns as follows:—

	1871.	1881.
Salmon....	3,263,200 lbs.	4,754,800 lbs.
Whitefish..	4,603,400 lbs.	7,848,200 lbs.

This difference is seventeen per cent. under the natural increase during the decade next preceding. Considering the increased numbers of fishermen and amount of netting in the last ten years, and the actual yield from new places and districts far removed from areas of the deposit of fry from the hatcheries, the general evidence of this exhibit is not thus far assuring of commercial benefit. Unfortunately the proof in special comparative instances is even less encouraging. Taking, for example, the two hatcheries which represent the leading fish products of the maritime and lacustrine sections of Canada raised in their precincts, salmon and whitefish, namely, the Bedford Basin salmon hatchery at the sea-coast of Nova Scotia, near Halifax, and the Sandwich whitefish hatchery between the great lakes, in Ontario, as easterly and westerly exemplars. Both of these hatcheries were started about the same time, and have been some seven years in operation. There is an ample margin of time for realization; and to be perfectly sure I reckon along with the salmon fry at Bedford, those hatched at Sydney, C.B., also in Nova Scotia, and I add to the whitefish hatch reported at Sandwich the hatch returned from Newcastle, Ontario. The number of salmon fry distributed in Nova Scotia was six millions and a quarter. The catch of salmon in that province, by the Census of 1871, was 843,600 lbs.; and for 1881 it was 316,600 lbs., the decrease in ten years being over fifty per cent., notwithstanding other causes which should improve the yield, such as protection, fishways, &c., &c. The young whitefish distributed in Ontario between 1876 and 1881, numbered sixty-five millions seven hundred thousand. The catch of whitefish in the same province, by the Census of 1871, was 4,289,000 lbs.; and by that of 1881 it was 7,660,200 lbs. This improvement in the whitefish fishery may be due in a measure to artificial hatching, but is most noticeable in localities dependent entirely on natural sources; and it is indisputable that the yearly catch from 1875 to 1881, in the immediate vicinity of the Sandwich hatchery, has declined.

The state of the salmon fishery in Nova Scotia is undoubtedly against us. But the weakest of all is the case where we ought to be strongest—at the parent institution, from which five million six hundred thousand young salmon have been distributed. The catch of salmon in Ontario, by the Census of 1871, was 17,800 lbs.; and by the Census of 1881 it was *nil*. The Superintendent's Report for 1881 states that, so far as returns go, it is a complete failure. This settles the point that absolutely nothing has resulted in fourteen successive years from the repeated deposit, prolific incubation, and annual distribution of salmon at the parent establishment.

If, then, as it appears, the economic results from this large outlay and enormous distribution of salmon and whitefish, in two exemplary instances on the sea coast and inland waters of Canada, within the period of ten years, are, as the official returns establish, comparatively insignificant, is it not fair to assume and wise to acknowledge that the time has arrived to ask ourselves, if there may not be something wanting perhaps in our nursing and rearing of the broods, which want defeats fruition from the tried methods of impregnation and incubation that have thus far, from ova to fry, proven remarkably successful?

I think, hon. gentlemen, that the statements in that letter are substantially correct, and the argument sound. Whether it was a very wise or prudent thing for an

officer of the Department to publish a letter of that sort in the public press is another question ; but the argument I believe to be a good one, and the statistics support Mr. Whitcher's view. I am satisfied that the very able communication from Professor McDonald, of Washington, in the *Forest and Stream* of the 3rd of January of the present year, as also articles published in that paper last spring, to which I would refer hon. gentlemen who wish for further information on the subject, go to show that the experience, not only of Canada but of other places, has been that so far no very great commercial advantage has resulted from artificial fish breeding ; and I think that Governments should be governed by substantial and commercial considerations. It may be a very nice thing to have those little fish propagated ; but if we can get no material return from the process, it is hardly worth spending $25,000 a year in that manner.

I may say also that the view taken by Mr. Whitcher in this letter is sustained to a very great extent by the report of the Department for this year. At page 65 I find the officer begins by saying of Nova Scotia : "A very gratifying and marked increase of nearly $500,000 is expected over the previous year. This increase is almost entirely confined to the single item of codfish." That is one of the fish that the rivers do not affect very much. On the next page, the officer says, "Salmon will probably show a slight decrease, a circumstance mostly due to local causes, as the rivers are everywhere reported to be better stocked with parent fish than for the past 20 or 30 years. A slight falling off in the catch of alewives is also probable."

Now salmon and alewives are two species of fish that most resort to rivers, and depend most on the condition of rivers. The report from New Brunswick shows also that there is a slight decrease for the most part in the catch of salmon and sturgeon. In the Province of Quebec it is said there is a slight increase in the catch of salmon. With respect to Ontario the report says : "That on Lakes Huron and Superior fishing operations do not appear to have been carried on with the usual vigor." I do not feel qualified to attempt to answer the question as to why this failure should be. While fish breeding is carried on very successfully, so far as bringing to the world a great number of young fish, they do not seem to attain maturity, and do not come back to be caught on our shores and in our rivers as we should wish that they would. I suppose either the young fish that are hatched in this artificial way perish in larger proportions than fish that are hatched naturally, or they do not come back in the same manner to the streams from which they go. I hardly think the latter fact is probable. The probabilities are these young fish get into deep water too soon, and become the prey of other fish. It has occurred to my mind that it is possible that the hatcheries, as a rule, are erected a little too near to deep water, or that the young fish are not deposited far enough up stream. I think that the fish when spawning under natural circumstances, as a rule, go to a considerable distance up the streams and away from deep water, and it is possible that in that fact lies part of the secret of the non-success of our hatcheries. I hope that the secret of the comparative failure of these fish breeding establishments will be found out before long, and that the proper steps will be taken to secure the result from them that we ought to get. How that result is to be attained I cannot say, but I hope sincerely that the present difficulty will be solved. Meanwhile, one conclusion to be drawn from what I am saying just now, from the argument which I have pursued, and from the letter of the late Commissioner of Fisheries, is that less money should be spent on these hatcheries than is being spent at present; that is, until some means have been found to make them of more practical value; and I do not think it is desirable to establish any new hatcheries.

The decline in our river fisheries is owing to the causes which I indicated at the commencement of my speech—the obstructions in the rivers, the pollution of the waters by saw mills and other manufactories, and improper and wasteful methods of fishing, and fishing at improper seasons. These things should be prevented. The law forbids them. In looking at the *Forest and Stream* to which I have referred, I find that Professor McDonald the Commissioner of Fisheries at Washington, in speaking of this same subject suggests that one of the remedies is

the "enactment of such legislation as will control excessive, and prohibit destructive modes of fishing." In Canada we have such legislation at present. It may not be quite perfect, but the legislation, on the whole is good; the misfortune is (I do not know how it may be in other provinces, but I can speak with a certain amount of confidence as to Nova Scotia) that the law although good is not enforced as it should be; and a good law which is not properly enforced is really worse than useless, for in addition to failing in what it was intended to do, it teaches the people to disobey the law, which is a very bad lesson; and the conclusion that we should draw from this is that the law should be rigorously enforced. The natural question to ask is, why is it not enforced? Of course, I can only give my own individual opinion, which may not be a very valuable one, but still my opinion is that it is owing to two or three reasons. One is that mill owners and other persons of that kind have more influence with politicians than they should have—more than fishermen have, as a rule. That is one reason, and I wish to guard myself against being understood as making any charge against the Government in this matter, as I do not know that the present state of affairs in that respect differs very much from what it has been all along—it may be a little worse now than formerly, but there is no difference in principle at any rate. Another reason is that the officers who are charged with the practical work of taking care of the rivers and of preventing improper fishing, are not paid large enough salaries to allow them to devote sufficient time and trouble to their work to make it effective. If hon. gentlemen will turn to the Fisheries Report for this year they will find that in a district which is some 100 miles long, by 30 miles wide, filled with bays, rivers and lakes, and requiring almost constant attention, and in the vicinity of Halifax, the overseer who has charge of all that district receives $112 a year. Hon. gentlemen will see that that sum is not sufficient to enable the officer to devote his time to the work in the way he should. The inferior officers, the Wardens who have charge in some cases of two or three streams each, receive from $20 to $25 a year. Then, in addition to the fact that these officers receive such small sums, there does not seem to be any great inducement to them to discharge their duties thoroughly. If the officer is conscientious himself, and interested in the protection of the rivers, he will do his best, but it must be a voluntary service, as there are no effective means of compelling him to do his duty and no inducements to do it; and I think this is a subject which deserves the attention of the Government. I think that a portion of the $25,000 a year which is expended on the artificial propagation of fish, so far without any appreciable commercial result, would be better spent in enforcing the laws for the protection of rivers and lakes and small streams. I said just now that the officers in Nova Scotia, as a rule, were not well paid; but I notice that there is one officer who is very well paid. I find at page 94 of the Fisheries Report for the past year that W. H. Rogers received as 12 months' salary as Fishery Inspector to the 30th June, $1,400. It is not too large a salary, but the same gentleman received for disbursements for the same term $1,400. It seems, in the first place, a somewhat singular thing that the travelling expenses and disbursements of this officer should have amounted to exactly the same sum as his salary. That is a coincidence which strikes one; and then I think that the sum of $2800 a year is enough to secure the services of a most efficient, active and energetic officer. I do not mean to say that Mr. Rogers is not a fairly efficient officer; but if he is very active or energetic, it is a fact not generally known in Nova Scotia. Now, hon. gentlemen, I shall soon have done; but there is one other subject as to which I wish to say a few words, arising also out of this same question of our Nova Scotia river fisheries. Every hon. gentleman in this House is probably aware that nearly all our streams are more or less obstructed by dams of one sort or another, and these obstructions must be got over in some way. In some cases, perhaps, the proper remedy would be to tear them down; but in a great many cases interfering with them in that way would do very serious wrong to persons who have invested money in manufactories of one kind or another,—and then fish-ways become absolutely necessary. I see from the report of the Commissioner of Fisheries, for this year, that fifteen of Mr. Rogers's

fishways have been put up in the Province of Nova Scotia. That is something with which I do not find any fault, as the more of these fish-ways there are erected,—if they are good, effective ways,—the better. They allow the fish to come up higher, and afford them a larger area to feed and breed in; but I may say that I entertain some doubt as to the great value of these particular fish-ways. We are not furnished, in the report, with any evidence that fish pass through them in large numbers; and I have never met anyone yet who said that the fish did pass through those fish-ways in large numbers. It is true that the report says Mr. Rogers's fish-way took a prize at the recent Fishery Exhibition in London; but I wish to call the attention of the Government to the fact that Mr. Rogers's fish-way did not take the first prize, but that the first was awarded to a fish-way made by Professor McDonald, of whom I have already spoken. He is the Commissioner of Fisheries at Washington, and his fish-way is described at length in the *Forest and Stream* of the 3rd and 10th January of this year. I also find, in the Ottawa *Citizen* of this morning, the following statement with regard to Professor McDonald's fish-way, which I think deserves the attention of the Government:—

"Professor McDonald, Commissioner of Fisheries at Washington, the winner of the gold medal given for the best fish-way at the exhibition held in London last year, has just received from the secretary of the Board of Salmon Fisheries for the Tay District, Scotland, a letter announcing his patent fish-way having been chosen for adoption on the Falls of the Tummel, as being superior to all others exhibited, and asking him to come to Scotland to supervise the erection. The McDonald ladder will doubtless be the ladder of the future universally adopted, and prevent the clashing of the milling and fishery interests, which has hitherto been a serious difficulty."

I should suggest to the Government that, at anyrate, there is sufficient reason given for an enquiry as to this fish-way of Professor McDonald's; and I think, if the results of the enquiry are satisfactory, some of those fish-ways should be constructed, and a portion of the money which is now spent for fish-breeding might be expended in putting up a few of them. The effect of the construction of those ways would probably be to bring the rivers back practically to their natural condition. If this were done, the fecundity of fish is so great that they would probably replenish our rivers in a very short time. It is only necessary that the fish should be enabled to get up to their spawning and feeding grounds; and so far as we can judge, this fish-way affords the best means of letting them up. Now, hon. gentlemen, I have perhaps travelled away from the subject before the House, to some extent, but these reports that I have asked for, are needed to shew us the condition of the rivers and river fisheries of the greatest fishing province in the Dominion; and also to shew what practical results have followed from the existence, for some years, of two hatcheries, in that province. They will also probably—though I do not know at all what is in the reports—give us some information as to the utility of the fish-ways which are now in use in that province. There are a number of hon. gentlemen in this House who are, practically, much better acquainted with the subject of the fisheries than I am, and I hope some of them will give the House and Government the benefit of their knowledge.

HON. MR. KAULBACH—I am not prepared to make any extensive remarks upon this question, and probably the House will be just as well pleased that I should not do so. An hon. gentleman has spoken of this subject as a fish story, but it is, nevertheless, a very valuable story, and means a large amount of money and interest to this Dominion. I have listened with a great deal of attention to my hon. friend the senior member from Halfax, and much that he has said has my warm approval. It is quite evident that the fisheries along the shores of Nova Scotia have been almost entirely lost. I speak more particularly of that part of the province from which I came, and where there were twenty men employed in the shore fisheries some years ago, there are not half that number now, the men resort more to the deep sea fisheries. The cause of that it is difficult for me to state with certainty, yet we all may have our conjectures; and I believe it is largely due

to our river fisheries not being as productive as they have been in the past. I can remember one river, not far (some ten miles) from my house, which was teeming with fish, within my recollection; in fact they afforded material for export—in fact the quantity of salmon, alewives, and shad taken from that river, if I mentioned it accurately, would be considered fabulous. In my opinion the falling off in the number of fish in these rivers, is owing, to a large extent, to the erection of dams, the presence of sawdust from mills, and other obstructions. Probably not one salmon goes up our rivers to-day where there were thousands 20 years ago. No fish will go up a river when they find saw dust in its bed, and I do not believe the officers who have authority in this matter, in Nova Scotia and the other provinces, give sufficient attention to that point. As I have before now said, I am interested both in the fisheries and in the lumber interests, and I believe that, although upon a cursory view, the lumber interest appears to be much the larger and more valuable, it is really not so when compared with the fishing interests. Our forests are becoming denuded of timber very rapidly, and I believe if less lumber were cut in Nova Scotia, it would be better for that province; and I feel assured that, if lumbermen in Nova Scotia were obliged to consume their saw dust (as they are in some of the other provinces) it would redound greatly to the advantage of our fisheries. It is a fact that, under ordinary circumstances, fish are to be found in great numbers within two or three miles of the mouths of rivers (that is sea-fish) being evidently attracted by the fry which come down the rivers. I also agree with my hon. friend that these hatcheries are not placed sufficiently above tidal water. Salmon, and many other fish, go up the rivers as far as their strength will carry, and the water allow them before they spawn; and that fact shows that the largest deposit of spawn is made as far from sea water as possible, and as distant as possible from everything that conflicts with reproduction. Therefore I believe that fry from these hatcheries are not sufficiently far removed from the salt water, and the consequence is that the fish get into deep water before they mature and have attained sufficient strength to beat the rough shores and protect themselves against other fish that prey upon them. We might learn a lesson from the habits of the fish themselves, and, knowing that they go as far from the sea water as possible before they spawn, it seems only reasonable that the fry should also be placed as far from the sea shore as possible. In that regard my hon. friend has thrown out a valuable suggestion, and one which I hope will have a beneficial effect, for I do not think we have yet realized in Nova Scotia the value of these hatcheries. It may be that we have not waited long enough, but we certainly have not seen much value in them. I do not, however, agree with my hon. friend when he says that there is a clear gain from the fisheries, equal to that made in most other avocations in life; in that I think my hon. friend is a little mistaken. Why, every vessel of 100 tons engaged in the deep sea fisheries costs from $6,000 to $10,000 to complete and fit out, and they must earn some $10,000 before they can have $2,000 of profit for them. Sometimes vessels have cleared themselves in three years, but such cases have only occurred under very favorable circumstances. Then, the very bait to supply a vessel of 100 tons costs over $600, as I can vouch from my own knowledge last year; consequently large capital is required for such an outfit, and three or four thousand quintals of fish must be brought in before any large profit can be made from them. No doubt the bounty which has been given has been most useful to Nova Scotia, and has formed an inducement to build vessels; we have probably 200 vessels more now than before the bounty was offered, and nearly one-half the number are from the County of Lunenburg. I think the produce of the fisheries amounted to over $6,000,000 in Nova Scotia last year, and of the exports of fish it may be said that the County of Lunenburg contributed a large proportion of the whole value. The value of these new vessels fully equipped, would be about $1,000,000.

HON. MR. POWER—Did you build any before the bounty?

HON. MR. KAULBACH—Certainly, but that was the great incentive, and I think it was money well expended by the

Government, when, taking into consideration the value of the fisheries and the precarious state of that industry, they granted that bounty; and further, I believe that the Government has indirectly received back all the money, ten-fold, which they gave to the fisheries. Every one of these new vessels of the tonnage mentioned has a crew of about fifteen men, but previously the vessels were of a smaller size and did not employ so many hands. Now we find there is a falling off in the Labrador fisheries. These are largely prosecuted by fishermen from the County of Lunenburg. It is hard to say why those fisheries have fallen off, but I am inclined to think that the number of frozen fish which are brought up from about the Gulf shore in enormous quantities, below Quebec, may in some measure account for it. I have heard it stated what the number of smelt and other fish was which have been brought in this frozen state, and when it is considered that they would naturally provide food for the larger fish upon that coast, we can imagine that their destruction in such immense numbers would naturally tend to diminish the general value of the Labrador fisheries. These small fish are slaughtered wholesale, and in fact very few can escape from the traps which are laid for them. This is a very serious matter, and means should be taken by which the catch of these smaller varieties of fish might be restricted, otherwise the interests of the country must surely suffer. The lobster fishery affords us almost a parallel case; where formerly those fish were caught of an average weight of four or five pounds, they now weigh only one-half or three-quarters of a pound, and they have degenerated to such an extent that nearly all the factories or canneries are practically being closed up;—but probably by that means the present destruction of lobsters will be arrested. The Minister of Marine and Fisheries places the value of the products of the Nova Scotia fisheries at between seven and eight millions of dollars, and my hon. friend, while saying that those figures do not agree with the trade and navigation tables, thinks it is largely owing to the manner in which the fish are now put up, and the larger markets which is being afforded by this country to the products of our own fisheries. In proportion as our population extends to the west, no doubt we shall find that we have within ourselves a market for those fish which are now sent to the United States. The fact is that the United States are now largely speculating upon the fish of Nova Scotia; they buy them there, probably in their green or half green state, and put them up in small boxes of 10, 15 or 25 pounds, and ship them in all directions both throughout the United States, and Canada, and elsewhere. I believe our people are now alive to the importance of confining the market for their fish, as far as possible, within the Dominion, instead of allowing the middleman to come in and make the larger profit, which is the case at present, the bulk of our products finding their way to the United States. If we should lose the reciprocity treaty,—much as I value the markets of the United States for our fish, I believe we can yet find within our own country a large and probably sufficient demand for all the fish which may be taken in Nova Scotia.

My hon. friend says that the river fisheries form the subject for discussion, but he has wandered far from that and told us of the fisheries generally, not only of Nova Scotia, but of the whole Dominion. The appropriation, as I have already shown, is very small, practically nothing compared with the great value of that industry and the increased value which has been produced in consequence of it. I see by the Marine and Fisheries Report that in the County of Lunenburg we had 141 vessels in 1882, with an average tonnage larger than any other county in the province, and we have now probably over 200 sail at the port of Lunenburg alone, and I should not wonder if Lunenburg possessed one-third of the whole tonnage of Nova Scotia engaged in deep sea fishing. If anything is done with bounty to the fisheries I hope that instead of being diminished it will be increased. My hon. friend (Mr. Power) seems pleased to hear me say so; I hope he approves of my suggestion. He must know the value of those crafts to the merchants of Halifax when they go there for an outfit. Our merchants at Lunenburg are becoming better able every day to fit out the fishing vessels, and they are disbursing more of their money at home.

I hope that something more will be done with the river fisheries. The Government cannot be too careful in seeing

that proper officers are appointed, and, if necessary, larger salaries should be paid to attain that object. I believe that the men who have been appointed do not, as a rule, belong to the class who take a deep interest in the fisheries. They do not undertake more work than they think they receive remuneration for. The rivers should be more frequently looked after. I think there is not sufficient vigilance shown with regard to the protection of our rivers by preventing the erection of dams and other obstructions which are everywhere to be found. I understand that Mr. Rogers has some new patent, but if the new ladder is no more efficient than those on LaHave River, I do not think there is much value to be attached to it. LaHave River is one of the largest streams in Nova Scotia, It is navigable for twenty miles from its mouth for ships, and flows from the interior of the Province. That river is the nursery for most of the salmon and other fish that frequent the rivers. It contributes largely of the bait which furnishes food for other kinds of fish along the shores. We find our shore fisheries becoming so bad that our poorest men in Nova Scotia are the fishermen along the coast. Their living is very precarious. They dwell on the roughest parts of the shore, barren rock most of it, and when the fisheries fail they become almost desti tute. It is of very grave importance to learn, and the Government should take some means to ascertain why our shore fisheries are so diminished in value. The report of the Minister of Marine and Fisheries is that not only in Nova Scotia, but on all the shores of the Gulf, the fisheries are decreasing in productiveness, and in my opinion it arises from the destruction of the fish that frequent the rivers.

HON. MR. ALMON—I think we are indebted to the senior member for Halifax for having brought this question before the House, because, I think the subject particularly of renewing the fisheries by means of placing young fish in the rivers has not been properly understood. I myself think—though my opinion on the subject may go for nothing—that the system is an entire failure. I judge from the results of experiments in the Sackville River, which flows into the basin near Halifax. There is a fish-breeding establishment at the mouth of that river, where Mr. Wilmot, one of the greatest authorities, I believe, on the subject, resides. There are few or no mills on the river, it was always a good salmon river, and it has been a protected river, yet I am told by the people who inhabit its banks (and it is only nine miles from Halifax) that fewer salmon rise in it now than before it was protected and spawn was planted. I think fish ladders are, as a rule, great humbugs, and if you look at the way they are constructed you will say so. There is in the mill-dam a small fish way by which the fish ascend. It is about large enough to allow a salmon to go through, and serves as a trap to enable poachers to catch as many fish as they want. The young fish do not succeed probably for the same reason that very few of the babies that are sent to the foundling asylums live. We have had the report of a foundling asylum at Ottawa before us, and can remember the high rate of mortality in that institution, and by analogy we can conclude that the young salmon do not fare any better. Very few arrive at maturity. With regard to Mr. Rogers, he may or may not be a good man. The large amount paid for his travelling expenses indicate that more than one Commissioner is needed for Nova Scotia. Any one by looking at the map can see the immense distance he has to go over. The fishing season is confined to a very short time of the year, and it is impossible for one man to go over the whole Province during the season. I think it would be much better to abolish that office altogether and appoint an inspector for each County, or for more Counties than one where the population is small, as is done in the case of the Judges. The amount would not be very large. People have told me that the great fault that Englishmen find with Nova Scotia when they come out to fish is that there are no fish to be caught. The reason is that everyone in Nova Scotia is a fisherman. As soon as a boy is old enough to get himself a rod and line he goes out to fish. Therefore, I think there would be no difficulty in finding properly qualified persons in every County in Nova Scotia, who would have the success of the fisheries at heart, and who would make

very efficient officers. The sum paid to inspectors of rivers is absurdly small—$10 to each man. For that sum the inspector is supposed to prevent poaching. Now, in our country if the inspector stops a poacher the chances are that a fight will ensue, and the inspector runs a chance of getting his head broken for $10 a year. We are under obligations to the senior member of Halifax for bringing this subject before the Senate. I do not like his conclusions generally, but his premises are very sound and he takes great trouble to lay them. I think that he is right in this instance in his conclusions that the present system of propagating fish is wrong, and the appointment of a general inspector for Nova Scotia is a mistake.

HON. MR. SKEAD—Some allusion has been made to farming babies about Ottawa; I do not see what that has to do with the fisheries. I admit there has been trouble about baby-farming here, but then it must be remembered that there are a great many strangers in the city, from time to time, many of whom come from the east and reside here for a considerable portion of each year, and they may be as responsible for the evil as the people of Ottawa are. With reference to the fish, the senior member for Halifax deserves a great deal of credit for having brought the subject before. I do not live in a salmon district; no salmon have ever been caught in the Upper Ottawa, but they were caught at the foot of the Chaudière Falls 30 or 40 years ago, and at a later period at Hawkesbury. That was some time ago, and there are no salmon caught in this district now. However, much of what has been said about the fisheries of the Gulf and of the rivers of Nova Scotia is applicable to Ontario. We have immense lakes and rivers abounning in trout, and lake trout have been caught weighing over 50 pounds. I have caught one myself that weighed 52 pounds. The people who are employed to protect the fish in those inland waters do not get enough salary to make it an object to protect them thoroughly. In former times fish were abundant in our streams, but I regret to say it is not so now. I do not see anything against the artificial propogation of fish. I believe that a great deal of good has been done in that way—so I have been informed by Mr. Wilmot, who is an authority on the subject.

HON. MR. MACFARLANE—I think the subject is a very important one, but my hon. friend is mistaken on one point. He tells us that these hatcheries are placed as a rule too near the sea. That is not where the young fish are let loose; they are taken to the sources of the streams and rivers, a great distance inland. A great many are hatched at Bedford in the stream that he speaks of, but they are let loose at the head waters of those streams, so that it cannot be said that they are let loose in waters where they are not prepared to live. It is true that our rivers have been largely depleted of fish. I have discussed the subject with a good many people of large experience on the subject. In the early settlement of the province our rivers swarmed with various kinds of trout and salmon, but as the country became cleared of forest and cultivated and the debris from the cultivated lands was carried into the streams, the food supply of the fish became polluted. Before the clearing of the country there were nice gravel beds which the fish frequented in the spawning season, but you scarcely find any of them now in those rivers. Our streams in Nova Scotia are not large: We have no river of any considerable length or magnitude. They rise in the hills and flow by short and rapid courses to the sea, and the waters are contaminated with the earth and debris drained into them from the cultivated lands along their banks. I scarcely see how those rivers are to be restored again to make them good breeding and fishing grounds. Not only does the cultivation of the lands destroy the spawning grounds, but it also destroys the places where the fish like to resort—the cool water in the deep pools and sheltered spots shaded by the trees and foliage along the margins of the river. Those places have been destroyed in nearly all our rivers.

HON. MR. KAULBACH—They can get that yet at the head waters.

HON. MR. MACFARLANE—No; not even at the head waters. A large portion of the country has been denuded of forest

even to the head waters. I believe if those hatcheries furnished even larger numbers of young fish they would not resort to original spawning grounds since the face of the country has been changed, but by carrying them from the hatcheries to the head waters they are more likely to increase and multiply than if the propagation of the fish were left to nature exclusively. I regret to learn that we are not receiving from the large sums we have expended in fish hatcheries the corresponding benefits that this country had a right to expect. There is no doubt that public attention has been directed, for a number of years, to this system of fish hatching, and it was believed that we were going to largely increase the supply of fish. The result certainly seems to be that we are not deriving the benefits that were anticipated. However, this system is in its infancy, and it is to be hoped that very much can be done to improve our fisheries by protecting them from poachers by the use of improved ladders and other means of furnishing the fish access to the upper waters. All these things can be done, but I fear that in very many of our rivers we will never again have the abundant supply that we formerly had.

HON. MR. MACPHERSON—I think the House is very much indebted to the hon. member for Halifax for bringing up this interesting subject and introducing the instructive debate to which I am sure we have all listened with great pleasure. Everything connected with the fishing industry is exceedingly interesting. In years gone by we frequently had the subject very intelligently placed before us by an hon. gentleman, then a member of this House, from the Province of Quebec, who, I regret to say, is no longer among us. I am glad that the subject is now taken up by those gentlemen coming up from the seaside who understand it so well, and I shall take care that the attention of the Minister specially charged with the supervision of this industry, is called to the debate of to-day. I can say that there is no industry which the Government of this country is more anxious to do what it can to promote than that of the fisheries. It is not so extensive as the great agricultural interest in the country, but it is a very important industry and one deserving of careful attention. With respect to the various details connected with the industry, I am not sufficiently versed in them to express an opinion. The importance of the fish-ways is recognized, and I am aware that it has been found very difficult to invent one that will answer the purpose desired as well as it should. I was, therefore, glad to see by this morning's *Citizen*, quoted by the hon. gentleman who opened the debate, that a fish-way, which is considered a great improvement on any other so far used, was exhibited at the fisheries exhibition in London last summer, and has been adopted upon the Tay in Scotland. As regards the hatcheries, it has been proved that the artificial propagation of fish is quite practicable, and that there is no question of the success of the hatcheries in that respect. The study must be to make those hatcheries commercially successful. Like every other experiment, I suppose, it requires time to understand and perfect them; but I have little doubt myself that those hatcheries will be of commercial importance. The diminution of fish in many of our rivers has unquestionably been caused by a neglect of those rivers, and not only by neglect but by the establishment of industries on their banks, which have led to the pollution of their waters and destroyed the fish. It is difficult to remedy those evils. There is a law in the statute book against the pollution of rivers with sawdust. The execution of it, however, as in the case of other laws, depends largely upon the people who are interested in seeing it enforced. There is no objection to the motion.

HON. MR. SKEAD—May I express the hope that the Minister of the Interior, while considering the interest of the Gulf fisheries, would also direct his attention to the Ontario fisheries at the same time?

HON. MR. MACPHERSON—Yes.

HON. MR. PLUMB—I intended to say one word before the Minister addressed the House, and if he will permit me I should like to say it now. It was particularly with regard to the breeding of fish. We have had, in the place where I reside, abundant evidence that the whitefish has been largely increased by the breeding of

fish at Newcastle and in that vicinity. Two years ago there was an immense catch of whitefish at the mouth of the Niagara river. Those fish were of a uniform size and furnished evidence that they came from some means of propagation that had largely increased the run of fish of that age and time: it was considered by all the fisherman that it was the result of the breeding at Newcastle. One of the oldest fishermen there, who was very intelligent and watched the process very carefully, seemed to have no doubt on the subject. Of course it is a thing that cannot be accurately demonstrated. The fish come and go, their movements are very uncertain; one year they may abound at a certain place and the next year they may be found there in much smaller quantities. I do not think it is fair at all to the gentlemen who have been engaged in fish breeding to accept any statements that the experiment is a failure when it has been tried for such a limited time that it is almost impossible to tell what the effect will be. It is well known, and it has been generally accepted, that there has been a very large propagation of of fish by artificial breeding. Those who are entrusted with the business ought to know where to plant the ova, and probably they are as well instructed as those who merely have theories on the subject. I do not think there should be any condemnation of the system upon the *ex-parte* statement of any one person, however qualified he may be; he may have his prejudices, and I fancy there is—I am quite sure there has been—some personal animus, but I do not think such statements should be accepted as facts. I have good reason to believe that as far as the most important branch of the fishing industry is concerned—whitefish—great service has been done to the country. The catch of salmon is very important, but it is a very small portion of the fishing interest of the country, and while I regret very much to see any diminution of the supply for a year or two, I do not regard it as of any importance at all. It is impossible to make any accurate statistics on the subject. We must accept general facts and those facts must be taken from observations extending over a long period of time, and I should be very sorry indeed to see any decrease in the appropriations made for those purposes until it was absolutely tested in a way that it has not yet been. It is not decided yet that these appropriations were money wasted. I should be glad to see a number of small breeding establishments placed at different points and the rivers and lakes stocked, as well as paying so much attention to the breeding of salmon or sea fish. We all require fish food at times and perhaps this discussion is somewhat appropriate as we are approaching the fish season now. We ought to be indebted to the hon. member from Halifax for the laborious manner in which he has put his statistics together and the information he has given to the House.

HON. MR. POWER—The hon. gentleman who has just sat down speaks as though no case had been made out to show that those fish-breeding establishments had been failures. I think 12 years, considering the comparative small area of the lakes, is a reasonably long time. The experience of the Maritime Provinces where attention has been devoted almost exclusively to attempting to multiply the salmon, is that those experiments have not been successful. They may have done something, but they have not been so successful as to repay the country for the expenditure.

The hon. gentleman from Cumberland (Mr. Macfarlane) made a speech in which I generally concur, but I wish to call the attention of the House to one or two of his statements, because I think they are not as sound as the statements of the hon. gentleman usually are. He said that the cultivation of the country bordering on the streams had a great deal to do with destroying the fish in those streams. That is true to a certain extent; but in the Province of Nova Scotia, and in the island of Cape Breton, with some of the rivers of which I am personally familiar, I know there has been no change—there has been no cultivation of the banks of those rivers sufficient to affect appreciably the fish in them.

I should like my hon. friend to explain how it is that, if cultivation of the soil destroys the rivers for fishing purposes, the rivers of the old country, where almost the whole of the land bordering on them is cultivated, are so well stocked with fish? I was very glad indeed to

hear the hon. Minister say that there was no objection to the production of the return, and to understand that he would take the trouble to call the attention of the proper Minister to this discussion. He put it very well when he said that the rivers are destroyed by two causes—pollution by saw-dust and other such substances, and obstruction by dams. Now, a good fish-way will get over the difficulty caused by the dams, and the enforcement of the law which requires mill-owners to consume their saw-dust will get rid of the saw-dust difficulty.

HON. MR. KAULBACH—I hope that nothing I have said will lead the House to suppose that I am opposed to the artificial propagation of fish, or that I object to the sum of money that is voted for that purpose. Although I have not seen much beneficial effects from it in Nova Scotia, I would be the last to oppose such a grant. I would rather see the appropriation increased and greater efforts made to arrive at an early date at some mode by which those fish breeding establishments may be made more profitable.

BILL INTRODUCED.

Bill (26) "An Act for the Better Prevention of Fraud in connection with the Sale of Patent Rights." (Mr. Macpherson).

The Senate adjourned at 5.15 p. m.

THE SENATE.

Ottawa, Monday Feb. 25th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

PETITIONS FOR PRIVATE BILLS.

HON. MR. DICKEY presented a petition from the Netherlands American Land Company which he asked to have read at the table.

The Petition having been read by the Clerk.

HON. MR. DICKEY said: There is a question connected with the presentation of this Petition. It arises under the 49th Rule of the House, which relates to the time for receiving Petitions and Private Bills. I think it will be apparent that it refers entirely to Bills originating in this House. The 39th Rule, and subsequent Rules apply to Public Bills, and the 49th to the bringing in of Private Bills. It says "no Petition for any Private Bill is received by the Senate after the first three weeks of each session; nor may any Private Bill be presented to the Senate after the first four weeks of each session; nor may any report of any standing or Select Committee upon a Private Bill be received after the first six weeks of each session."

I think it is quite apparent that this Rule applied entirely to Private Bills originating in this House; but in order that the point may be made clear I refer the House to the 56th Rule, which applies to Private Bills from the House of Commons, and the Petition which I now present relates to a Bill coming up from the House of Commons. It is not a Petition asking to be permitted to introduce the Bill here, but to introduce a Bill that is prepared to be introduced in the House of Commons. The Rule is "all Private Bills from the House of Commons (not being based on a Petition which has already been so reported on by the Committee) shall be first taken into consideration and reported on by the said Committee in like manner, after the first reading of such Bill, and before their consideration by any other standing Committee." It expressly provides for this case, that is to say, the case where there is no Petition whatever in the House for that Bill, and it states what is to be done with it—that before you proceed to the second reading, and permit the second reading of the Bill, it must be first referred to the Standing Committee in order that that Committee may report as to whether the requirements of our Rules as regards notice have been complied with, so that no Bill can be surreptitiously got into the House and passed without going through the ordeal of going before the Standing Committee. I may be asked if that be so, why do you present the Petition? The answer is this: this Company is desirous to follow the usual practice of presenting a respectful Petition to this House,

entirely out of respect for this Chamber, in order to state the grounds on which they wish to ask the House hereafter to consider the Bill when it comes up before us. That is a very reasonable requirement, and as it will not in any way affect our legislation, as it does not come within the reason of our rule which is to prevent indefinite bringing in of Petitions relating to Bills which are to be brought in afterwards in this House I hope, under the circumstances, hon. gentlemen will allow this Petition to be received under a suspension of the Rule. I bring up the point because our Rules have got into some confusion, and I believe the predecessor of our present Clerk made an effort to readjust the Rules and put them in shape. I trust the House will unanimously receive this petition, as it relates to one of those Bills the object of which is to bring from another country a large number of emigrants to settle on lands in the North-West.

HON. SIR ALEX. CAMPBELL—I think this question was discussed last session, or the session before last, and, if I remember right, the understanding arrived at was that we should have petitions for all bills introduced into this House. The argument of the hon. gentleman is this: that with reference to Bills presented to the House of Commons, petitions to this House are not necessary. I do not understand that to have been the practice of Parliament. I think it would be an unwise decision for the House to arrive at, that they shall not insist on petitions being presented to this House as well as to the other for all Private Bills, no matter where they originate, the object being to give each House due notice, and that each House may have an opportunity of seeing that its standing rules are complied with, and so have a means of resisting any Bills which ought not to pass. It is one of the privileges of this House, and I do not think we ought to abrogate it. I do not draw the conclusion that my hon. friend does that with reference to Bills being introduced into the House of Commons, it is not necessary by our rules that a petition should not be presented to this House.

With reference to the Petition now upon the table, I think the usage is to allow it to remain a day on the table, and tomorrow when it comes up my hon. friend should then move that the House grant the prayer of the petition, and upon that the Bill is introduced. I think that is the practice, and if my hon. friend will allow me to suggest that mode it is one that will conserve the customs of the House in the past, and a rule which I think it is desirable to keep, to have petitions presented to this House for all Private Bills, no matter whether they originate in this House or in the Commons.

HON. MR. DICKEY—I have no objection to the course suggested by my hon. friend. I beg also to present petitions from the Manitoba South-Western Colonization Railway Co., and the Canadian Pacific Railway Co., that stand in the same position.

PARLIAMENTARY REPRESENTATION OF THE NORTH-WEST.

ENQUIRY.

HON. MR. PLUMB rose to call attention to the advisability of granting Parliamentary representation to the inhabitants of the Territorial Districts of the North-West, and will enquire whether the Government have taken or intend to take the same under consideration. He said: it has occurred to me that it might, perhaps, be desirable to call the attention of this honorable House to the peculiar position of our great heritage in the North-West. I do not think that there is in the history of Government, any analogy which can be drawn between the population, and growth, and prospects, and possibilities of that country, with any other country with which we are acquainted. As it stands at the present time it is a vast extent of unoccupied, fertile land, only waiting for the husbandman, only waiting for the advent of the population which is to make it, perhaps, the greatest wheat-growing country in the world, being filled up very largely at present by immigration from the older Provinces, filled up by men who are familiar with the municipal institutions which are the pride and boast of Englishmen; filled up, too, by a population which is hardy, intelligent, capable, and which is desirous, I have no doubt, as soon as pos-

sible, to have all the privileges and all the rights which are claimed under the constitutional Government of this country.

In looking at the question I was led to make some examination into cases which might possibly bear upon the question which I propose to ask at the end of my address. Of course it was natural first to look at the condition of the great Province in which we live at the time it was granted representative government. After the Treaty of Paris in 1763, as it is well known, the Province of Ontario remained a part of Canada until the Act of 1791. By that Act Upper Canada and Lower Canada were separated. Upper Canada was granted, as was said by Governor Simcoe at the opening of Parliament in 1792, greater privileges than had ever been granted to any of the outlying colonies of Great Britain. They were granted because, as the Governor in his eloquent address to Parliament went on to state, it was considered that the people had shown themselves by their loyalty and fidelity to the Crown, by the great sacrifices they had made in adhering to the Crown, by the destruction and loss of their property in leaving a country which had been disloyal to the Crown, and in which they could no longer reside; and because by their steadiness in the faithful defence of the King's rights they had shown themselves deserving the confidence which had been placed in them. It is worthy of remark that at the time that Parliamentary representation was granted to Ontario the population could not have exceeded 25,000 all told. Various estimates are made, putting it at 20,000 to 30,000, but probably the mean between the two is the nearest approach to the actual fact. Ten thousand at least of the United Empire Loyalists are supposed to have come into the country at the close of the Revolution in 1784, or between that time and 1790; but the first estimate which seems to be trustworthy was made in 1790. At that time the Province contained possibly 25,000 white inhabitants scattered from the frontier of Quebec to the frontier of the United States, on the Detroit River. To those people was granted the privilege of electing a Parliament consisting of fifteen members representing nineteen separate districts or counties. They were permitted to have a suffrage which was based upon a 40 shilling annual rental or freehold, or in case of those residing in towns or townships, a dwelling equal to a rental of five pounds, and upon a 10 pound rent having been paid for a dwelling, occupied for the 12 months prior to the time of holding the election. That was the basis upon which the privileges of representation were granted to the people of Ontario. The growth of this Province was at first rather slow. In 1811 it was supposed to have reached 70,000 souls. The first Parliament was elected in 1792, and in addition to the representatives immediately selected by the people there was a Council of seven members, which took the position of the Upper House, and that Parliament sat in the Town of Niagara, in which I reside, from 1792 to 1797, when it was transferred to the town then called York, which is now called Toronto.

One of the first acts that was passed abolished slavery forever in the Province. Very few acts were passed the first year. One of the most eloquent and able addresses ever delivered by an executive officer holding the commission of the Crown at an opening of Parliament was delivered by John Graves Simcoe, who was then the Governor of Upper Canada, to the Parliament of 1792. Its condensation and brevity of style are not its least merits. I do not intend to take up the time of the House at unnecessary length, but I can not refrain from quoting a few lines from the most able and masterly address which marked the inception of the first Parliamentary institutions of the great Province in which we are now sitting:—

"The wisdom and beneficence of our Most Gracious Sovereign and the British Parliament have been eminently proved, not only in imparting to us the same form of Government, but also in securing the benefits by the many provisions that guard this memorable Act so that the blessings of our invaluable constitution, thus protected and amplified, we may hope will be extended to the remotest posterity.

"The great and momentous trusts and duties which have been committed to the representatives of this Province, in a degree infinitely beyond whatever, till this period, have distinguished any other colony, have originated from the British nation upon a just consideration of the energy and hazard with which its inhabitants have so conspicuously supported the British constitution.

"It is from the same patriotism now called upon to exercise, with due deliberation and foresight the various offices of civil administration that your fellow subjects of the British Empire expect the foundation of union, of industry and wealth, of commerce and power, which may last through all succeeding ages.

"The natural advantages of the Province of Upper Canada are inferior to none on this side of the Atlantic; there can be no separate interest through its whole extent; the British form of Government has prepared the way for its steady colonization, and I trust that your fostering care will improve the favorable situation, and that a numerous and agricultural people will speedily take possession of a soil and climate, which, under the British laws and the munificence with which His Majesty has granted the lands of the Crown, offer such manifest and peculiar encouragements."

It may be mentioned that one-seventh of the Crown lands were at that time given to the Province. The Legislature met, and its first act was to establish British law in the new Province; its next act was to establish trial by jury; its next Act was to prepare for the speedy manumission of persons held in slavery or bondage; and in the succeeding Parliament it provided a liberal fund for the purpose of having translated into French the laws of the country, the proceedings of Parliament, and such public information as should be necessary for the information of the French population of Upper Canada, in the eastern and the western districts. When Governor Simcoe dismissed his Parliament which sat for a month in the town of Newark, better known as Niagara, he uttered these memorable words:

"His Majesty in his benevolence having directed a seventh from such lands as shall be granted to be reserved to the Crown for the public benefit, it will become my duty to take those measures which shall appear to be necessary to fulfil His gracious intentions, and I make no doubt but that as citizens and magistrates you will give every assistance in your power to carry into full effect a system from which the public and posterity must derive such peculiar advantages.

"I cannot dismiss you without earnestly desiring to promote by precept and example among your respective counties, the regular habit of piety and morality, the surest foundations of all public and private felicity; and at this juncture, I particularly desire to explain that this Province is singularly blessed, not with a mutilated constitution, but with a constitution which has stood the test of experience, and is the very image and transcript of that at Great Britain by which she has long established and secured to her subject as much freedom and happiness as it is possible to be enjoyed under the subordination necessary to civilized society."

Those noble utterances were a fit beginning of the career of prosperity which has characterised the Province of Ontario, and I may in this connection say one word in reply to what I have heard in various quarters as to the growth of Canada compared to that of the great country which lies along side of us. At the time that this Parliament, of which I speak, first met, the small beginnings from which we have dated the great successes which now characterise this country were such that, as I have said before, not more than 25,000 people could possibly be supposed to be living within its limits. The United States, at the close of the war, took its first census in 1790. It had at that time a population of 3,929,214. The United States showed in the last census, that of 1880, a population of 50,000,000. It has been said that the growth of these Provinces in round numbers has not been in the slightest degree comparable to the growth of the United States generally. The increase of population in the United States has been within a fraction of twelve fold and a-half in the time between 1790 and 1880. That proportion would make the population of Ontario to-day about 312,000, and its population in 1881 was 1,923,228. The conclusion is that whereas the increase there has been twelve and a-half fold, ours in Ontario has been nearly five times as great, and that ought to be a decided answer to those who claim that there is no comparison between the prosperity of the country along side of us and that of Canada, which is favourable to this country.

In connection with the United States, it is perhaps proper to say that the first thing that strikes us as having any resemblance to the subject which I have chosen for an address to the Senate today is the territorial system of the United States. That system is one which has grown out of th epeculiar necessities of the case, and the United States stand in precisely the same position in respect to the territories that Canada occupies with regard to her North-West. The United States is the owner of the soil—the absolute owner—and it may be proper to

say at this moment that the United States has never, under any circumstances, given up to the territories or to the States which have been formed out of them, any portion of the public domain except that in each township she has given two sections of land for school purposes. There have been large railway grants, but they have been made to corporations entirely independent of the State, and the State has not come into possession, in any way, of the public lands, but they form the domain of the Republic in all the States and Territories, west of the Mississippi to-day. It was the policy of the Government, as rapidly as possible to form the territories into self-governing communities. The older territories on the east of the Mississippi it is scarcely necessary to refer to now, because they have been long formed into states, have grown largely in population and form important members of the great Confederacy.

The first Territory at which we may think it worth while to glance is that of Washington, which is on the Pacific coast. Washington was formed into a territory in 1853. There was no census taken until 1860, seven years afterwards, when the population was 11,624. In 1870 it had grown to 23,955, and in 1880 it had reached 75,116, but in that population were 4,400 Indians and 3,187 Chinese. The method of organizing the territories is similar in many respects to that which has been adopted in regard to the North-West Territories. A Governor is appointed by the Executive at Washington; the inhabitants are allowed to choose a Council upon a basis of universal suffrage. The Council is usually composed of seven to ten members, and they are elected for two years. There is a House of Representatives which also in the beginning has from twelve to fourteen members and is usually increased to twenty four, after which the increase ceases; the increase is according to the growth of the population. In the first created Territories, there are provisions that any acts passed should be referred to Washington and could be there disallowed, but since the war the Territories that have been created have been allowed to pass their own laws and they are subject only to the revision of the Governor who may veto them, but if his veto is not accepted, and the Bills passed over his head by a two-thirds majority they become law. In Washington Territory there was a provision which it may be worth while to mention showing the practical views which were taken of legislation on the other side of the border, which was that the first session of the Legislature might last one hundred days, but after that there should be no session which should last over sixty days under any circumstances. The executive power rests with the Governor who is appointed during good behaviour, as I believe is the case with the North-West Territories; there is no limit to the term of his appointment. In the case of Territories which have been formed since 1860 there is a special provision that there shall be no legislation which shall permit slavery. It is somewhat instructive to look at the position of those Territories at the time they were first created and see how rapidly they have grown up and increased, because I think we may be able, in glancing at them, to get some idea as to the prospects of the growth of the great country which belongs to us and the supervision of which, I am very glad to say, has fallen into the hands of a gentleman who sits in this House, who is so eminently qualified both by the industrious application by which he has mastered the details of the Department over which he presides, and by his general practical knowledge and wisdom, to administer its affairs. I may say here and now that I believe there never has been any effort spared on the part of that gentleman and his colleagues to do everything which they deemed advisable for the growth and prosperity of the North-West, and for the benefit of the emigration which is going into it. Of course it will be understood that I approach a subject of this kind with the most friendly and kindly feelings towards those who are connected with the Administration. If they in any way have laid themselves open to criticism I think they have that sort of feeling that they are not like the Bourbons, who forget nothing and learn nothing, but they profit by the experiences of those who are practically acquainted with the condition of affairs and if they find in any case that a difficulty exists which can be remedied I believe they are not so obstinate as to refuse to remedy it, if they can do so constitutionally, with promptness and cheerfulness,

and in fact they will endeavor to ascertain if there are any things which may be remedied rather than refuse to accept the suggestions or follow the counsels of those whose opinions are worthy of being taken into consideration. To return to the United States, the judicial powers of the territories are usually vested in three Judges of the Supreme Court; there is a Probate Court and there are Justices of the Peace who exercise the usual duties of such officers. The two Justices and the Chief Justice are usually appointed for four years. They divide the Territory into three districts in which hold their courts. I do not suppose it can possibly be unknown to my hon. friend, the Minister of Justice, that a provision is made there that the Judges shall reside in the judicial districts for which they are appointed; because that question has been lately agitated here, but perhaps my hon. friend did not know that it was a question which had long ago been settled in the United States.

HON. SIR. ALEX. CAMPBELL—The same thing is required here in the County Courts, and in the Superior Courts of Lower Canada.

HON. MR. PLUMB—Dakota was admitted in 1861. It had a population then of 4,839 only; it had all the institutions to which I have referred. It had a council of nine with permission to increase to 13, serving for two years, and thirteen representatives, whose members could be increased to twenty-six, to serve for one year, and all district and county officers are appointed or elected, as the case may be, in such manner as may be prescribed by the Governor and the Legislative Assembly. The population in 1870 was 14,181, it had more than doubled; and in 1880 it had grown to 135,177. It has about the same territorial limits as one of the districts that were created in the North-West Territory in 1883 by an order in council, which I have been trying to find but which, so far as I know, has not been printed. I will refer to that presently.

Arizona was taken in in 1863. The population of course was not stated then, but in 1870 it was 9,568 and in 1880 it had increased to 40,441. It has temporarily to remain a territory, until a state is formed, republican in form and shall apply for and obtain admission on an equal footing with the original states. The provisions with reference to Courts etc., are the same as prevail in the other territories.

Idaho was formed in 1863. In 1870 the population was 14,999; in 1880 it had increased to 32,610. Of this population 3,379 were Chinese and 165 Indians. That provides especially for a matter in which I think the United States might have taken a leaf out of our book—it provides for the proper protection of the rights of person or property pertaining to the Indians, and it is the only territory where that provision is made so far as I have discovered.

Montana was erected into a territory in 1864; it contained in 1870 a population of 20,595; and in 1880 a population of 39,159. As that territory lies alongside of our border it may be worth mentioning that it has only between three and four millions of acres of arable land in an area of over ninety millions. It has great wealth in mines, and it has very extensive grazing lands, but that it can ever be a rival to the North-West in point of inducement to emigration for agricultural purposes seems quite impossible, for I think I state the fact, within the limits of the truth, when I say that there are less than 3,500,000 acres of arable land in the territory, and that is the report of the United States Commissioners from which I have taken these figures. But there is one feature about Montana which must not be lost sight of. It is, I believe, the third in the great mining districts of the United States. Up to the end of last year it had produced in gold and silver nearly $65,000,000. It is exceeded by Nevada and California, and perhaps it may be equalled by Colorado, but it stands on a level with those great precious-metal producing states, and it may be fair to infer that lying, as it does, along side of our border, having very much the same configuration, having the same elevation and having without doubt the same geological formation, when the great Pacific Railway has penetrated the mountains it will be found that there are the same advantages offered to the prospector and miner in our own country, that there are in a territory that is only separated from ours by an imaginary line. In

fact I think my hon. friend the Minister of the Interior knows that there have been already indications that my theory is correct, for I understand that in the mountains discoveries have been made which indicate that the same sort of wealth will be found north of the boundary that is found in the territory of Montana.

The last Territory that has been taken in is that of Wyoming. It entered the Union as a territory in 1868. In 1870 it had a population of 11,518, and in 1880 it had grown to 20,789, including 914 Chinese. They seem to have penetrated everywhere; in Montana there were 1,765 of them.

Now, there was a doubt which, I believe, was generally felt, that in the British North America Act no power had been conferred upon the Dominion to deal with the territories which it had acquired by the purchase from the Hudson Bay Company. Although the Act had been passed which created Manitoba, those doubts were so strong that it was thought expedient to get an Act passed by the Imperial Parliament to confirm the Act which created the Province of Manitoba, and also to confer upon the Dominion the absolute power of creating Provinces in the territories, and defining their powers, and giving them the right of representation. That Act was passed in 34 and 35 Vic., and the Dominion Statutes of 1872 contain the Act confirming it. That legislation gives power to create and provide for the administration of such Provinces, and sanctions the previous legislation in regard to Manitoba. Under that Act—it probably might not have been necessary, however, to refer to it— last year the North-West was divided into four territories, which were called, I believe, Provisional Districts. One, Assinaboia, contains 95,000 square miles; Saskatchewan, 114,000 square miles; Alberta, 100,000 square miles; and Athabasca, 122,000 square miles. These are figures which cannot be grasped, which convey a very vague and inadequate idea of the vast exextent of territory which has come into the possession of the Dominion through the purchase of the North-West, and its acquiacquisition by Indian treaties. But I wish to call the attention of the Minister of the Interior to the fact that it is impossible to find on the public records any notice or description of the minute of Council which was transmitted to Parliament on the eighth day of May last in respect to this division. I had all the staff of the library looking for it to-day, and at last we traced out that it had been brought into the House on the eighth of May in a message from His Excellency the Govenor General; that the leader of the Government moved that it should be taken into consideration on the following Wednesday: it never was taken into consideration; it went to the Printing Committee and the Printing Committee did not print it, and one searches in vain for any record of a matter which I conceive to be at least of sufficient importance to have found its place with other matters of much less value which may be found in the sessional papers. I bring it to the notice of the Minister of the Interior who, I have no doubt, will make an inquiry and have the matter remedied. It may be that there were reasons, which of course I do not wish to question, for not bringing it up and it may be that there were reasons for not having it put in print, but it is more likely that it was omitted by mistake, because I think it is a matter of such importance that one should be able to find it without the slightest difficulty.

The arrangements for our new territoritories up to the present time have been exceedingly liberal. I think there has been a disposition to recognize the position of those men who have been pioneers in the wilderness, and I think they have been treated with great consideration. It is not because there is anything to complain of in that respect that I have asked the question which appears on the paper.

It is not that, I suppose, the Government has for one moment been indifferent to the position of the North-West, or that it has been in the slightest degree neglectful of the interests of those who have gone there, or that I can venture to make any suggestion which has not occurred to the statesmen who now form the Privy Council; but there is no doubt a decided feeling in that country, among those from the older Provinces who have been accustomed prior to their emigrationt o being in accord, *en rapport*, and in immediate communication with the great council of the Dominion, that they should have (even though it be in a very small degree) some representation at Ottawa who could make known their

wants in a more definite, more efficient, and perhaps more vigorous way than can possibly be attained by the formal action of the Governor-in-Council. The Governor is appointed during pleasure. He has a secretary, and I think, three stipendiary magistrates, who with three others appointed by him form his council. The people have a right, after they have been formed into districts, to elect members of the Council. Each district containing 1,000 inhabitants elects one member, when the population reaches 2,000, two members, and when in this manner 21 are elected the Council shall cease, and the members so elected shall be constituted and designated a Legislative Assembly, shall meet once a year, and hold office for two years. Of course, in a new country like that the formation of municipal institutions is attended with considerable difficulties, and there will always be the difficulty, as is the case in Algoma, and in other of our sparsely-settled territories or districts—of forming a plan by which the proper vote can be brought out and proper representation obtained. I have no doubt that this subject will engage the attention of the Government, and that in due time they will be able to surmount that trouble, whatever it may be. For the present, however, the territories of the North-West are not even in as free or as favorable a position as are those of the United States in this respect. There is a provision in the acts forming those territories by which they are entitled to elect delegates to Washington; such a delegate is not a representative, and is not so called, but he is sent to Washington by the general vote of the people of the territory, and has a right to sit in the House of Representatives, to speak upon all subjects, but not the right to vote; he represents the people in such a way that though he is not permitted to take part in deciding questions in the House, he has the right to advise, and I have no doubt his presence there is very often exceedingly useful to those whom he represents. Every territory—and I think there are seven now organized—has a right to send one delegate. I do not suppose that any such system as that would be adopted here, although the framing of the law by which the Government of the North-West has been created, very closely resembles the laws which have been adopted on the other side; but I assume that when representation from the North-West comes into Parliament, it will come with similar powers, and stand upon a footing of equality with representation from other provinces. Of course there always will be a feeling that it is not desirable to increase too rapidly the number of representatives in the Parliament of the country, and I think it was with that view that—at the time of Confederation—it was thought desirable that the great province which is alongside of us—which was remarkable on account of its steadiness of population—should form the basis upon which representation for all the other provinces should be calculated. I believe that was the reason given by the framers of Confederation, during the Confederation Debates, and I find that Sir John Macdonald at that time said: "Unless some definite principle was adopted to keep the representation within a certain limit the House of Commons might eventually become a too cumbrous, unwieldly body. It was decided 'to accept the representation of Lower Canada as a fixed standard—as a pivot on which the whole would turn—since that province was the best suited for the purpose on account of the comparatively permanent character of its population, and from its having neither the largest nor the least number of inhabitants." Hence the danger of an inconvenient increase when the representation is reviewed after each decennial census, has been practically reduced to a minimum.

In reference to the Senate, we find that in order to prevent that body being swamped at any time for political reasons, the constitution expressly limited the number that can sit therein to seventy-eighty. Special regard has also been had to the peculiar situation of the Province of Quebec, where the electoral divisions that existed previous to 1867 are maintained, and a senator must consequently have his real property qualification, or be resident in the district for which he is appointed—a provision that was not considered necessary for the other provinces.

Of course, in discussing these principles, those considerations must not to be lost sight of, and I think they are pertinent to

the subject which I have the honor to bring before the Senate. I understand that there is a strong disposition in the North-West to erect municipalities under the Territorial Act as soon as possible, and some of the districts which have been fortunate enough to secure a considerable accession of population. have already begun to adopt such measures. In Regina a municipality is organized, and so it is in Moose Jaw, while Calgarry is preparing for one, as is also the case with Medicine Hat. Prince Albert has applied to the council for organization, and Broadview has applied as a county municipality, but there has been a difficulty there inasmuch as there is no provision made for organizing a county municipality, and the Lieutenant-Governor properly hesitates to take the responsibility of such action. I have no doubt, however, that at the next meeting of the Council, he will supply the omission which seems to have been accidentally made in the provisions which were enacted for the admission of counties. Of course I cannot expect to tell the hon. Minister of the Interior anything new in regard to these matters, but perhaps it may not be familiar to the House that a very large quantity of land, as I understand, has been taken up in the Regina office, and that the land officer there thinks there are 25,000 people in Assiniboia, and that it would be safe to estimate the entire population of the Districts at 35,000 whites. If that is the case, of course we can see that the example of the United States would give strength to the argument that there should be at least three organizations of a territorial character, though it is doubtful whether that would be desirable just at present, when the population is so scattered; that however is a consideration for the Government, and not for any one who cannot speak with authority. I think I may say this however—that it would be a most desirable thing, whenever the Government can fairly see its way to do so, that there should be in the House of Commons someone who could speak with authority for that great country, who would be elected by the people, who would represent them, and who would be able to come here independently and to tell his story without fear, favor or affection. I think that is a concession which, in the present condition of the North-West, is a most desirable one, for I regret to say that it is rendered more so because it is more than suspected that there has been an attempt made—a deliberate attempt—in quarters where it ought not to have been made, to belittle and decry and injure the position of the North-West, and I fear such attempt has been made on the supposition that in some way or other it will embarrass the Government of the country.

HON. MR. POWER—Hear, hear.

HON. MR. PLUMB—The hon. gentleman says "hear, hear," and I am glad the remark has reached him and that he understands its full significance. I believe there has been such an attempt, not only in the country alongside of us, where there is a very strong interest banded against the settlement of the North-West, an interest which is absolutely antagonistic to our country and that perceives in the construction of the Canadian Pacific Railway and the settlement of the North-West Territories an obstacle to their own schemes for aggrandizement, but I believe that the movement has been largely aided by those who ought to have been more true to the interests of this country.

The press, in certain quarters, has teemed with misrepresentations in respect to the North-West—misrepresentations of the grossest character, and which could not possibly have been repeated from day to day and week to week without there was some ulterior motive connected with them. It would be easy to see that if the predictions of the leader of the Government should fall short of being fulfilled, it would be made use of against him and the party which has sustained him; it would be easy to see if anything should happen which would deter intending immigrants from going into that country that it would redound to the advantage of the country alongside of us. It would be easy to see also if anything could be done which should hamper or prevent the development of the country—by the stoppage of the great railway; or, for instance, if any misrepresentation could be made which would so create popular prejudice against it that its operations should be even temporarily paralyzed—that it would go largely towards

injuring those who have in a great measure staked their political position, existence and reputation upon the success of that great enterprise, and its necessary consequence, the growth and development of the North-West. Now, I know that the most unfair representations have been published, and I fail to see that such has been the case anywhere except in the press of one political party—they have come through certain political channels, and the fact leads one to believe that they have a certain political complexion. Of course I do not intend to enlarge upon that, but I can say that for the last year the unfavorable reports have been very much of the same color, and the columns of certain of our newspapers in Ontario have been opened to any statements, no matter how absurd or wild, or unfounded, most of them bearing their own refutation with them and showing on the face of them that they had been published for the purpose of having a prejudicial effect upon the country. We have been told that the farmer of the North-West was hampered, injured, and almost destroyed by a grinding monopoly. I know for a fact that higher rates are charged upon railways running through Dakota, than on the Canadian Pacific Railway, and I can demonstrate that by reference to figures connected with it. I know as a matter of fact that the millers of Minneapolis and the managers of railways conveying wheat to that great flour-manufacturing centre are in a league, and it is well known that 75 cents per bushel is the highest price that could be obtained in Dakota for No. 1 hard wheat, within the last three or four weeks. And the product of Dakota, on an average, is only 17 bushels to the acre, yet that State is held out as a paradise to which it would be desirable for the settler in Manitoba to emigrate.

HON. MR. POWER—Will the hon. gentleman be kind enough to tell the House by whom Dakota was held up as such a paradise?

HON. MR. PLUMB—By the Opposition press.

HON. MR. POWER—Nothing of the sort.

HON. MR. PLUMB—If the hon. gentleman likes I can show him fifty different quotations.

HON. MR. POWER—One will do.

HON. MR. PLUMB—I could show him fifty; I will produce enough of them in good time, but the hon. gentleman will not take upon himself the responsibility of denying what I say, he will not take the risk of it—I know that perfectly well. If the hon. gentleman has read the newspapers he must know as well as I do that such is the case; it is a patent fact, known to every man who reads the Ontario Opposition papers, that, day after day there are statements in them which are calculated to draw attention to Dakota as having superior advantages for the settler as compared with the North-West. I am therefore astonished that the hon. gentleman should challenge my statement.

HON. MR. POWER—If the hon. gentleman will produce one of his proofs it will do.

HON. MR. PLUMB—Does the hon. gentleman dispute it?

HON. MR. POWER—I doubt it.

HON. MR. PLUMB—Do you deny it? The hon. gentleman does not—

HON. MR. POWER—The hon. gentleman knows it would hardly be Parliamentary for me, after he has made a direct statement, to say that that statement was untrue, but I say that I very strongly doubt the statement made by the hon. gentleman. I have read the papers pretty carefully, yet I have not seen the statements of which he has spoken.

HON. MR. PLUMB—I will produce ample evidence, should occasion arise, to show the hon. gentleman that my assertion is a perfectly correct one. I will name one of the papers which teems with these advertisements, it is the Toronto *Globe*; and another is the London *Advertiser*—two of the leading papers supporting the party of the hon. gentleman in the Province of Ontario. They have held out the advantages of Dakota as compared with the North-West, and have teemed with statements that the farmers there were ground down between the upper and nether millstones of the Canadain Pacific Railway and our iniquitous tariff. I can demonstrate that the price of agricultural implements, which is a chief grievance, is as low to-day, in Winnipeg, as in Chicago, and the fact is that every man who went

there had a perfect knowledge that the Government had adopted a protective policy. The Government at Ottawa is infinitely more liberal in respect to the granting of homesteads and pre-emptions, than is the Government at Washington. The United States, I can tell the hon. gentleman, have restricted with the most jealous care, the intending settler to eighty acres of land in the most desirable localities—that is all he can take up. He can only take up one homestead, or a pre-emption of eighty acres, he cannot have both, nor can he obtain a second homestead, and no one can take up or settle upon land, by homestead or pre-emption, unless he is of the full age of twenty-one years. Under our laws a person of eighteen can get 160 acres as a homestead, and he can get a further 160 acres as pre-emption,—if the law has not already expired—and he can choose a second and third homestead after performing certain settlement duties. Such privileges are not given in the United States, yet we are told by the papers of which I have spoken, that under the laws of the United States the settler has greater advantages than under our own. That is what I have to say to the hon. gentleman in regard to this subject. It is not proper to refer to the proceedings in the other House, but I fancy the hon. gentleman has not read the *Debates*, or he would find that something pertinent to this matter has been said there very lately. I think it is the duty of us all, so far as we can, to see that the absolute truth is stated in respect to all these matters. I do not wish for a moment to say that I would desire anything more, but I certainly would object anything less. Now I desire to draw the attention of the Government to the rapid increase of population in the North-West, and to the fact that a statement that had been made on the floor of the House of Commons, by the leader of the Government three or four years ago, in respect to its growth, had been within the limit and not beyond it, and that it was fair to assume that within the next year or two the population there would be such as would fairly claim and, I think, would be entitled to receive the attention of the Government in respect to having it represented in this Parliament in some form. I do not suggest that it should be represented in so large a proportion as might be demanded or expected at the first, but I think the people who go into that country are entitled to have some one here whose voice shall be heard on their behalf, who knows their wants, and who will be able to speak for them. There is another consideration which must occur to everyone, and it is this: that the first settlers in the North-West are largely composed of those who have left the older Provinces. Some objection has been made to the depletion of the older Provinces, as people are pleased to call it—but I say that nothing could be more desirable than that a healthy exodus should take place from those Provinces, for the advantages would be two-fold. In the first place it gives a new start in life, with all the benefits of a new country, and it gives us of the older Provinces the advantage of having men there who are laying the foundations of municipal and other institutions; men who have been trained here in them, who know their value, and on whom we can depend to jealously protect and guard the principles of constitutional liberty which we must all wish to see perpetuated there. It is very desirable that the foundations of those institutions should be laid as early as possible, and while the majority of the people are of our own blood and race, familiar with our institutions, and upon whom we can rely, to select proper representatives. It would be undesirable to have action deferred until a large influx of foreign population might come in, for it is most necessary and in the interest of this country—desirable financially and in every other way—that the institutions of the North-West should be carefully and properly guarded, and placed in the hands of those who are in accord with the principles of the older Provinces. Personally I have no doubt that we are to receive largely from that population, in one form or other, the means of recouping this country for the vast outlay which has been made in connection with the development of that part of the Dominion. If it does not come in one form, it will in another; if it does not come in the form of taking up Government lands as rapidly as might be wished, it will make itself felt in the form of contributions to the revenue of the country, and I sincerely believe that

within a short time the Government will be largely reimbursed by the revenue derived from those who have gone and are to go into that country for any outlay that they have undertaken. I trust that the remarks which I have made will not have been entirely unacceptable to the House and that they will be received by the Government in the same spirit which has dictated them. I beg to thank the House for their kind attention to the statements which I have made in support of the inquiry I am about to make of the Government, and I hope they will pardon me if I have trespassed too much upon the time of the House in making those statements. I now wish to call the attention of the House "To the advisability of granting Parliamentary representation to the inhabitants of the territorial districts of the North-West, and to inquire whether the Government have taken or intend to take the same under consideration."

HON. MR. POWER—I do not think I should have troubled the House with any remarks, if it had not been for a few words that were said by the hon. gentleman from Niagara just before he sat down. In common with every other member of the House, I was naturally pleased that the hon. gentleman should have taken the pains to search through the geographical and other authorities for statistics as to the population and areas of the various United States Territories at the time of their admission as Territories, or as he has in some cases, at the time of their admission as States. That was very useful and interesting information, and the hon. gentleman also gave us a little information as to our own North-West Territories; but I think it is to be regretted that, when the hon. gentleman had said so much to which we could all listen with pleasure, he should at the end have descended from his high non-partisan platform and come down to the rather stale and unprofitable business of talking of the iniquities of the Grit press and to parade the patriotic hobby which has done such good service during the last few weeks. I think that was certainly unworthy of this House, and rather unworthy of the hon. gentleman himself, who has been long enough now in this Chamber to have got rid of those strong partizan feelings which gentlemen in the other end of the building are supposed to entertain more generally than we do. The hon. gentleman said that in the papers supporting a certain party—which I presume was the Liberal party, as he undoubtedly believes that no such statements are to be found in the papers of the party to which he belongs—there were attacks upon our own North-West, and praises of Dakota and other United States Territories. I could not exactly make out from the hon. gentleman's language whether he referred to advertisements which had appeared in those papers and had been paid for as advertisements or whether he referred to editorial comments or editorial articles in the newpapers.

If the hon. gentleman referred to advertisements which had been paid for, and which had been inserted as such, then there was no great room to find fault with the Liberal press, because similar advertisements were to be found in some of the circulars of the Agricultural Department of his own Government; and I confess that I have not, although I have read the paper to which he particularly referred—and I have read it with reasonable attention—I have not yet seen a statement in the Toronto *Globe* to the effect that Dakota was a better country to settle in than our own North-West. I have seen statements in the *Globe* to the effect that the injudicious policy pursued by the present Government in dealing with our own North-West had driven settlers across the border.

HON. SIR ALEX. CAMPBELL—You have seen that in the *Globe?*

HON. MR. POWER—Yes, I have seen that statement in the *Globe*, and believe it to be true. I do not think I have ever seen it contradicted on authority, that a number of persons had gone into our own North-West intending to settle permanently there, and were, by the character of the land regulations, and from other causes under the control of the Government, induced to leave that country and go across the border into Dakota. Now, if that was the case, as I believe it was, I think the newspapers of any party would have been wanting in their duty to the country if they had not called the attention of the Government to the fact that that state of things existed, in order that it might be put an end to at once. I do not think it is a patriotic

course if one sees a state of things existing which is injurious to the country, to shut his eyes to it, and say nothing about it. I think the duty of a true patriot is to make the evil known, so that it may be remedied. Now, I think that the action, if it was the action of the Grit Press—which had the effect which has already been produced, was an action which every patriotic soul, including that of the hon. gentleman from Niagara—although I believe he is not a Canadian—should rejoice in. In the first place, the land regulations which that hon. gentleman and some hon. gentlemen in this House a year ago thought were perfect, have been discovered since to be imperfect, and those land regulations have been remedied in the direction suggested by the Opposition and the Opposition Press a year ago and earlier; and that shows there was some foundation for the complaints that were made. If the department under the care of my hon. friend from Saugeen, has found it necessary to the interests of the North-West to alter those regulations which we were told last year were perfect, it shows that the regulations were not perfect when they were adopted.

HON. MR. MACPHERSON—There is no change in the regulations.

HON. MR. POWER—The hon. gentleman cannot mislead the House by a statement of that sort, for I—

HON. MR. MACPHERSON—I never tried to mislead the House whatever the hon. gentleman may do. I tell him that there has been no change in the regulations that relate to settlement. There were certain reserves which the hon. gentleman may be alluding to, that have been opened to the public, but that is not a change in the regulations.

HON. MR. POWER—That is a change. One of the most important regulations was that a large portion of the North-West was reserved from settlement—the mile belt and the country south of the railway—and we were told at the time that it was a piece of magnificent statesmanship to do that. The hon. gentleman and his colleagues have since become convinced that they were mistaken, and that the Liberal Party and the Liberal press which took a different view, were right. Then the Liberal Press and the Liberal Party spoke of excessive railway rates. It was contended on the other side that they were not excessive; but I would ask the hon. gentleman if it is not a fact that within the last few weeks they were reduced 25 per cent. If they were moderate before that, why was it necessary to reduce them?

HON. MR. MACPHERSON—That was not done by the Government.

HON. MR. POWER—The Government are supposed to have control of the rates of the Canadian Pacific Railway Co.; and one of the complaints of the Liberal press was that the rates charged by the Company were exhorbitant. That statement was denied by hon. gentlemen and their friends; and now we have the Company practically acknowledging that the charge was well founded. Then the hon. gentleman said that all the complaints with regard to the North-West came from the Liberal party, and from the Liberal press. Is the hon. gentleman not aware that within the last few days we have had the Premier of Manitoba, accompanied by delegates from the farmers of Manitoba, irrespective of party, down here to ask for a modification of the existing state of things? Is Mr. Norquay a member of the party which the hon. gentleman denounces? I should say not. The fact I take to be this, that the hon. gentleman, having drifted away from what he had begun to talk about, rather lost his bearings, and made a number of statements at random which he is not able, and no one is able, to substantiate. Now suppose that the Liberal press and the Liberal party had gone a long way in the direction of speaking of the exodus from Canada into Dakota, and other places in the Republic, they would have the very best precedent and example to plead, because, if not the hon. gentleman himself, certainly a number of his friends in both Houses of Parliament in 1878, and about that time, informed the world at large that there was a tremendous exodus from Canada. If that was right and proper then, surely it cannot be so very wrong now.

As to the matter to which the hon. gentleman has called attention, I quite concur

with him, as I think every hon. gentleman here does, that if a sufficient population has got into the Norh-West to entitle it to representation in the House of Commons, and in this Chamber the sooner such representation is granted the better. It cannot be denied that there is dissatisfaction in that country; and if that dissatisfaction can find a constitutional and proper mouthpiece here at Ottawa, it is not likely to break out in an unconstitutional and dangerous form in the North-West. I quite recognize that an administration governing a country as remote and extensive as that, and under conditions that are new to most of us in the eastern Provinces, have an exceedingly difficult task to perform, and that it is very desirable that they should be assisted in that difficult task by the advice of persons who come from the country in question, and who naturally are better able, very often, to suggest the remedies for evils that exist there than persons living at a distance, even though those persons should occasionally visit the North-West.

HON. MR. TURNER—I heartily approve of the motion of my hon. friend from Niagara, and in supporting it I wish to make a few remarks, as I happen to know a little about that country. Under ordinary circumstances population is, no doubt, a reasonable basis for representation, but there has been, and will be, occasions when other considerations must be taken into account in granting representation to the great North-West.

But a little over two years ago in crossing the western boundary of Manitoba, and passing into Assiniboia, the traveller entered a territory about as lonely as when traversed by the author of "The Great Lone Land," where to-day are to be found numerous thriving towns, villages and settlements. The four territories are Assiniboia, Saskatchewan, Alberta, and Athabasca. Did I understand my hon. friend to say that in Assiniboia there was practically a population of 5,000 only?

HON. MR. PLUMB—No, I said a great deal more. I said that it was stated by the officer who has charge of the land office at Regina that the population, judging from the sales of land, had probably reached 25,000.

HON. MR. TURNER—I beg the hon. gentleman's pardon, Towns and villages have sprung up along the railway as if by magic. Regina with a population of 1,000; Moose Jaw 1,000; Medicine Hat 500; Broadview 300; Indian Head 200, and Qu'-Appelle Station 200.

Of course it is impossible to get reliable statistics, but I have taken some little trouble to get a fair estimate of about what the population of those stations amount to. As near as I can get at it there cannot be less than 3,200 in all for those, so that I would say that 4,000 is the number of the inhabitants along the railway itself. Then we come to the beautiful valley of the Qu'-Appelle. The district there had a voters' list of 2,000, and besides that almost all over the entire Territory there are thriving little settlements springing up everywhere. When you come to the territory of Saskatchewan we find that Prince Albert and district have a population of probably 1,200. Battleford has a population of 150, and there are small settlements at La Corne, and Duck Lake and Carrot River district is extensively settled. Prince Albert itself occupies a very important position. It appears to me that ultimately it will be the distributing point for a large portion of the Saskatchewan district. It is the headquarters of the Episcopal Bishopric and college, and other christian denominations are represented there by their churches. The population is a most intelligent one. In fact the first man I met in Prince Albert was a gentleman who was for a long time a member of the House of Commons. With regard to the Saskatchewan itself, I think it is a very beautiful river, and the country through which it flows is peculiarly adapted for a class of the smaller settlers, and the further west you go the greater are the advantages the country offers to such settlers. I was up the Saskatchewan for 600 miles, between Prince Albert and Edmonton, and I am safe in saying that there is not a mile of land in that entire distance that is not suitable for some agricultural purpose, for it has the advantage of plenty of water, and from Edmonton plenty of coal, besides timber for building purposes.

With regard to Alberta we have along the line of the Canadian Pacific Railway Calgarry, with a population of 800; Silver

City, 600; Padmore, 200; Morleyville, 150; Baker Creek, 50—a total population of between 1,800 and 2,000. Then we have Edmonton and district—including St. Albert—of about 1,500. My experience of the North-West has been that the further you go west the more you find the country improve. At Edmonton there is coal, splendid water, and plenty of timber for ordinary purposes. The country in these territories is settled almost entirely by people from the older provinces. You can scarcely go into a place without meeting some one you know, or some one who knows you. I found when I was there grievances existed amongst the people, but many of those grievances when talked over were soon explained away. People who are isolated from the rest of the world are apt to exaggerate their grievances, seeing only one side of the case, and that is one reason why I think it is exceedingly desirable that there should be representation of some kind given to the territories, as suggested by Mr. Plumb, either by delegates or representatives, because these representatives would act as a medium of communication between the people up there and the Government., and I feel perfectly satisfied that the great bulk of the grievances would soon disappear when the people were brought in contact with the Government. I quite agree with the hon. gentleman from Niagara that we have in the North-West a wonderful country, and no possible effort should be spared on the part of the Government and of the Parliament to assist in settling up that part of the Dominion, and if we succeed in doing so, I have no doubt the result will be to the great advantage of Canada.

HON. MR. GIRARD—I think that something is due to the hon. member for Niagara for having brought this question before the attention of the Senate. With his great information, his intelligent and forcible language he has laid the matter so clearly before the House that it must be of great advantage to the North-West. It seems to me that his remarks must have impressed the members of the Government who sit so near him with the importance of acting promptly upon his suggestions that it must necessarily result in some important concessions to the North-West Territories. For a long time I considered that the two representatives from Manitoba were more interested in this question than any other hon. gentleman, and that we were specially charged with the interests of the North-West Territories. However, I perceive from day to day with the greatest satisfaction that we are not the only members of Parliament who are taking an active interest in the fate and future of our western country. We may say that our prairies have been invaded by people from the eastern provinces, and that the cause of the North-West Territories is the cause of a great number of members in this hon. House as well as of those in the other Chamber. There is no doubt that in the early future the western portion of this Dominion, is the one that will yield the largest return for the present outlay. A certain amount of dissatisfaction exists there at present, but I do not anticipate that it will have any serious result; at the same time we must all see that it is in the interest of the Government to make some concessions to the wishes of the people that the North-West Territories shall be represented in Parliament.

When Manitoba entered the Confederation in 1871 the Constitution provided that that Province should have a representation of two members in the Senate, and three in the House of Commons. At that time the population was about 12,000. Since then the boundaries of the Province have been enlarged, and at the same time the representation in both Houses has been increased. Now that the North-West has a population of over 60,000 souls, all interested in the progress and welfare of the Dominion, there is no reason why they should not be represented in Parliament. We have proof that they are entitled to representation in the fact that during the present Session we have seen delegations coming down to Ottawa from there at their own expense to defend their interests. We meet them every day in the public offices, and in the corridors of Parliament and we must see that it is now time that they should be admitted to the floor of the House. Let them have representation; give the people a chance to plead their own cause on the floors of Parliament. That is their right, they have made sacrifices to obtain that right, and it

should not be denied to them. It was not my intention to make any remarks on this subject, but it seems to me that it is one of such vast importance, one on which depends so largely the welfare, happiness and contentment of the people that it would not have been excusable on my part to have allowed this question to be disposed of while I remained silent and indifferent. I heartily concur in the remarks of the hon. gentleman from Niagara, and I feel that he has earned the gratitude of the people of the North-West by bringing this matter before the notice of Parliament.

HON. MR. MACPHERSON — The debate has taken a somewhat wider range than I anticipated from the notice that was given, but I shall confine my remarks very much to the subject of that notice. I listened with very great interest, as I am sure every member of this House did, to the able speech delivered by my hon. friend from Niagara. He entered into a review of the history of the introduction of representative institutions into Ontario, which is a subject of much interest to the members of this House who reside in that province, and I am sure it is not confined to them alone, but is also interesting to every member who occupies a seat in this Chamber.

The subject which the hon. gentleman has brought before the House, with respect to the North-West Territories, is an exceedingly important as well as an interesting one, and it is not surprising that people accustomed to elective institutions should be anxious to have as full an enjoyment of them as possible. I am able to show to the House that the Government has not been remiss in granting local elective institutions to the North-West Territories. On the 28th November, 1872, the Government appointed an Executive Council for the North-West Territories, and my hon. friend who has just addressed the House was one of the members of that Council. In 1875 under an Act passed that year the appointment was made by the Governor-General by warrant under his Privy Seal, of a Council to aid the Lieutenant-Governor in the administration of the North West Territories, such Council consisting of five persons, and of which number the stipendiary magistrates were to be members *ex-officio*. In accordance with this Act the Lieutenant-Governor of Manitoba ceased to be Lieutenant-Governor of the North-West Territories, and the North-West Council, as constituted under Mr. Morris, ceased to hold office. In 1876, on the 7th October, the Hon. David Laird was appointed Lieutenant-Governor, as successor to the Hon. Mr. Morris, and on the same day Mr. Matthew Ryan, and Lieutenant-Colonel Richardson were appointed stipendiary magistrates, and became *ex officio* members of the Council. Lieutenant-Colonel McLeod, Commissioner of the North-West Mounted Police, was also appointed a member of the Executive Council, and during the succeeding year Mr. Pascal Breland was added to it. He had previously served in 1872 in a similar capacity. Under the Act of 1875 it was provided that whenever any district or portion of the North-West Territory, not exceeding an area of 1,000 square miles, contained a population of not less than 1,000 inhabitants of adult age, the Lieutenant-Governor should by proclamation erect such district or portion into an electoral district, and that such electoral district might thenceforth be entitled to elect a member of the Council. That has been done, to some extent. So soon as the Lieutenant-Governor is satisfied that any electoral district contains not less than 2,000 inhabitants, the district would thenceforth be entitled to elect a second member to the Council. The Act provided further that when the number of elected members should reach 21, the Council should cease to be a Council, and become a Legislative Assembly, so that you will see that preparation was made to give the people local representative institutions; representative in the first instance to a limited extent, the Council being at first composed of partly elected members, and partly of nominated members, and partly of *ex-officio* members, but the whole scheme carefully prepared to be extended into full local electoral institutions.

The Act to which I have referred also provided that the Council might create municipal institutions with power to levy taxes for local purposes, and a certain number have already been created as mentioned by the hon. gentleman from Niagara, of which Regina is one. We had

the Mayor of that Corporation down here a few days ago; I am not sure but he is still here. At the present time the Council consists of the Lieutenant Governor, three *ex-officio* members, three members appointed by the Dominion Government, and six members elected by the people. Those elected by the people are for Broadview, Edmonton, Qu'Appelle, Regina, and Moose Jaw.

I feel the very great importance of the question which the hon. gentleman has put to the Government, and the Government are also impressed with its importance, for I can assure the House that every member of the Administration is anxious that everything should be done to promote the prosperity, happiness and contentment of the people in that country. The situation of the North-West is somewhat different from that of the Territories of the United States. It would be something entirely new under the British Constitution to have delegates from our Territories sitting in a representative body, and not having the right to vote, and if representatives should be admitted from the Territory to the House of Commons, I should hope that they would be endowed with the full attributes of representatives of the people, and have the right to vote as well as to speak in Parliament.

The area of that country, as the hon. gentleman has said, is enormous and the population is sparse and very much scattered. The people cannot yet have any very great common interests. They are all working very much for themselves: communities are being formed, as a matter of course, and are rapidly growing, and it would be the duty of the Government to increase the representative provisions as the population increases. The Government does not see its way to passing an act this session, because there should, in the first place, be an inquiry, which there is not time to make now, but it will be taken into careful consideration during the recess.

I am sure it will be gratifying to the people of the North-West Territories to have had their interests and institutions submitted to the House so ably as they were by my hon. friend from Niagara, and discussed in this House so intelligently as they have been. It will show them that they are not, in their remoteness from the Capital, forgotten by the legislators who sit in this Parliament, and it will, I am sure, impart a feeling of confidence to them, and increase the assurance which they feel that their interests, and their feelings will be earnestly considered by the Government and also by Parliament.

That is all that I feel called upon to say with respect to the enquiry of the hon. gentleman. I did not contemplate saying anything upon any other subject, but the hon. gentleman from Halifax (Mr. Power) in reply, it is true, to an allusion made by my hon. friend from Niagara, has brought up a very important subject, and one bearing very much on the interests of the North-West. It is altogether beyond question that the press of the party of which the hon. gentleman is an important member, has seen fit to decry the country in a most unfortunate way. I shall never complain of any attack that is made by the opposition press upon the Government, which is simply in the nature of a political attack, because if the policy of the Government is not one that commends itself to the people, and if they cannot survive even misrepresentation, I am quite willing that we should make way for others; but the press which has been alluded to is not content with attacking the Government or individual members of the Cabinet, but it decries the country in a way which, I have no hesitation in saying, is unpatriotic beyond anything I have ever known to emanate from the press of any country in the world. In the United States, where partisanship is carried as far as it can be, no portion of the press attacks the country. It is so different with our own press that it makes one ask why it is so, and, I confess, I cannot find a satisfactory answer. The effect of those attacks, if they were confined to the country, would be comparatively unimportant; but they are so much material furnished to our rivals for use abroad in the fields of emigration which are common to both countries, and the evil they are doing is perfectly incalculable. I am surprised that the hon. gentleman should question the fact that portions of the United States territories and states have been held up by the Liberal or Grit press as superior to our own North-West Territories. The hon. gentleman knows that the very leader of the Opposition in another place saw fit to

hold up Kansas as being superior to our North-West territories, and so highly prized were his words by our rivals and our opponents, that they actually printed extracts from his speeches, and gave his portrait on the title page of the pamphlet.

HON. MR. POWER—That is antediluvian literature.

HON. MR. MACPHERSON — That literature is used in Europe, and very much to the prejudice of this country. I am quite sure that if hon. gentlemen, who must have influence with their own press, knew the harm that is being done by such statements, they would exercise that influence to prevent it, and I cannot doubt that if they tried to do so, their influence is sufficiently potent to insure the success of their efforts.

The hon. gentleman spoke of the land regulations. The land regulations have reference to conditions of settlement, not to the reserves that it was seen fit to make some two or three years ago. I think I explained last session why those reserves were made. The Pacific Railway was being constructed rapidly, but not rapidly enough to prevent agents of speculators from going in, in advance of the railway, and locating the sections that were required for railway stations, and also portions of the country, to the exclusion of the *bona fide* settler. The same was the fact in Southern Manitoba. It was said that those agents were out by the hundred, and that they were taking possession of homesteads. They were, of course, merely bogus homesteaders, but they were excluding *bona fide* settlers.

Under the Act of last Session we were enabled to put an end to that, and I am glad to say that we have succeeded completely in preventing the speculator taking possession of homsteads to the exclusion of *bona fide* settlers and homesteaders, and as soon as that was done it was thought expedient to re-open those reserves, on the same terms as before, to the *bona fide* settler. That is the reason why those reserves were made and the reason, also, I have given for their having been re-opened.

As to the railway rates to which the hon. gentleman referred, the Government have a voice in fixing the tariff. The last time it was fixed was nearly a year ago. The Government satisfied itself then that the tariff of the Canadian Pacific Railway Co. was lower than that of any other western railway; but notwitstanding that fact the Canadian Pacific Railway Co. saw fit some time ago to reduce their rates very much. Now the hon. gentleman should have thanked the Canadian Pacific Railway Co. for that instead of blaming the Government for not having done it earlier. The Government had nothing to do with it; they fixed the tariff lower than that of any railway in the North-Western States.

The North-West suffered very much, it is true. One cause underlies nearly all that suffering—I will not say all the suffering, because as a matter of course, pioneers, such as are peopling the North-West, must suffer a great deal under the most favorable circumstances. I have very great sympathy now, and have had all my life with the pioneers of Canada, and wherever it is in my power, in administering the important Department with which I am charged, I endeavor to exemplify that sympathy practically, and I am in hopes that that will not be without its fruit. The real cause of the great suffering in the North-West is the fact that a portion of the wheat was frozen last autumn. Wheat that was sown late was caught by the frost and serious damage done, though not by any means as serious as has been stated in a portion of the press to which I have alluded. From the best information that I can get, ten to fifteen per cent. of the wheat was injured, not more. But that injury was not confined to our territories; it extended south to the fortieth parallel. It extended to Ontario, Ohio, Michigan and the States west of Michigan. There was comparatively no corn in the Western States, but you do not hear the press of the United States decrying those sections of their country as being unfit for settlement as you hear a portion of our own press decrying the North-West. Now, that frost was the cause of the great suffering in the North-West. Every man from there whom you meet admits that that was really their most serious cause of suffering. Other grievances they have, undoubtedly, and everything will be done that can be done by the Government, to remove or alleviate those grievances whenever it comes

within their power to do so. The administration of that country, as the hon. gentleman opposite was candid enough to say, is most difficult. The people have rushed in in advance of survey, in advance of law and, in many cases, the necessaries of life, and the wonder is that they have been so well conducted, and that their sufferings have not been greater than they have been. I hope, if we live to see another crop, if it should be a good one, as I sincerely pray that it may be, that instead of complaints and lists of grievances from the North-West, we shall have pleasant sounds and rejoicings from happy people there. The injury to the crop, serious as it was, I hope will teach the people of that country that their seed has to be sown early. Those who did sow early reaped a very fine harvest; they had a productive crop of a superior quality. The Bell Farm, which is known very widely throughout the country, was in that fortunate position, and it has shown a most valuable and important example to its neighbors and to the whole North-West, because by its early seeding the wheat was ripe before the frost came.

HON. MR. POWER—I wish to ask a favor from the hon. gentleman from Niagara—that is, that he will be kind enough to carry out a promise which he made and to submit to this House some of that literature of which he has spoken. I think he is bound to do that because the assertions have been made and contradicted.

HON. MR. PLUMB—I will give it to the hon. gentleman in more senses than one.

THE FIRE AT CHARLOTTETOWN.

ENQUIRY.

HON. MR. HAYTHORNE enquired:

Whether any confirmation of a current Report that the Dominion Building in Charlottetown, Prince Edward Island, has been destroyed by fire has been received; and if so, whether it has been possible to organize any temporary arrangement for the conduct of the Postal and other services heretofore carried on in that Building.

He said: At the last meeting of the House I gave notice of the question which I propose to ask to-day. At that time we had received information of a great disaster by fire, which had befallen the capital of the Province from which I come. Up to that date the information rested on a single telegram, and I did not consider it a matter of absolute certainty that the Government buildings had been utterly destroyed. However, I apprehend now that no doubt remains of that fact, and, as certain important branches of the public service have been conducted in that building, viz: the chief post office of the Province, the savings bank, and the custom house at Charlottetown, it is obvious that very great embarrassment must ensue, unless some provision is made for the immediate management of those branches. I therefore gave notice that I would to-day ask the Government if any provision would be made, and I took what might perhaps be called a liberty, this morning, by addressing a few lines to the Minister, requesting him to bring down any information in his possession as to whether the Government property had been destroyed; whether there were any mails or other postal matter burned in the post office, and whether the papers in the fire-proof vault had been saved. These are important matters, and I ask the question, expressing the hope that the Minister, with his usual courtesy, will give me the information.

HON. SIR ALEX. CAMPBELL—The information which the Government have upon the point is that the Post Office and the Finance Departments have joined together in leasing the building which was hitherto the Bank of Prince Edward Island and that they have placed their offices in that building. Apparently, although there is no distinct intimation of the fact, the branch of the Marine and Fisheries Department has also gone into that building. There is no information as to what buildings the other Departments have gone into. The Department of Inland Revenue, the Minister says, have made satisfactory arrangements, but he does not know what building they have taken, neither does the Minister of Customs know to what building his branch has gone. The Department of Public Works has no office there. My hon. friend will be glad to know, I am

sure, that the Postmaster at Charlottetown telegraphs that the postal service is being carried on without a single day's delay. As to the extent of the destruction, the Government are not informed, nor as to the saving or destruction of papers in the vaults. The information, however, as to the current business, as the hon. gentleman will see, is quite satisfactory—there is no delay in the postal service, and the other branches of the public business are either in the Bank of Prince Edward Island building, or in other buildings, and all the branches of the Government business are going on the same as usual.

HON. MR. HAYTHORNE—The brick vaults were originally carefully and solidly constructed with a view of keeping the Registry Office of the lands of Prince Edward Island there, and with that view every precaution was taken to make it fireproof, and, therefore, it is to be hoped that the papers in these vaults will be safe.

HON. SIR. ALEX. CAMPBELL—I will make special enquiry. The vaults, no doubt, were constructed at the time the hon. gentleman was at the head of affairs there, and I have no doubt they were what he represents them to have been. I hope no loss of papers has occurred, but when I have any intelligence on the point I will let the hon. gentleman know.

THE PRINTING OF PARLIAMENT.

THIRD REPORT OF THE JOINT COMMITTEE ADOPTED.

HON. MR. SIMPSON moved the adoption of the third report of the Joint Committee on the Printing of Parliament. He explained that the Committee were compelled to publish and print a good many documents with which they would rather have dispensed, but finding there was a demand for them, and not seeing their way to printing part and omitting others, in view of the demands which were made by members of the House, it was decided to publish them all. The report, therefore, asked the House to consent to have this large amount of matter printed.

The report was adopted.

GRAHAM DIVORCE BILL.

REPORT OF THE SELECT COMMITTEE ADOPTED.

HON. MR. KAULBACH moved the adoption of the Report of the Select Committee to whom was referred the Bill intituled, "An Act for the Relief of John Graham."

He said:—It may be that in a matter of this importance I should say a few words in regard to the adoption of this report. I will be relieved largely in performing this task, in consequence of the evidence having been printed and in the hands of hon. gentlemen, many of whom no doubt have read it. The Select Committee charged with this Bill found that the preamble of it and the allegations it contained had been fully met, and they have come to that conclusion without any hesitation. No doubt, from the nature of this evidence and the character of the allegations, nothing further than circumstantial or hearsay evidence would come before us. We have the evidence of the petitioner, John Graham, that in 1859 he was married to his present wife, that he lived with her as such up to 1882, and that then, without his knowledge or consent, she left their place of residence, and the next information we have is that she has been in Cleveland. The evidence with which we are strictly charged, is as to whether there was collusion or connivance on the part of the Petitioner by himself or by anybody else, as to the separation; and on that point the Committee have also come to the conclusion that there was no connivance or collusion between them in that regard. The petitioner and respondent in this case were married in the Township of Huntley by the Rev. Mr. Godfrey, then the rector of a parish of the Church of England in that locality, and we have clear evidence of that, not only from the petitioner himself, but from two or three other witnesses who were present at the marriage. It has been proved that Mr. Godfrey was a member of the Church of England, and had been performing all the functions and duties of the position for years previous to this marriage. The certificate of the marriage, or the license itself, was not before us for the reason, as brought out in

evidence, that it was burned at the time when the parsonage was consumed by fire—all the records of the church having then been destroyed. Then, we have the evidence of Henry J Borbridge who proved that he was present at the marriage, on which occasion he acted as second best man; he recognized the parties, and indentified a photograph which was put in, as being that of the wife of John Graham. We also have the evidence of John D. White, and he is the most important witness of all. He says he was a hotelkeeper in Cleveland, Ohio, and that this man Burton *alias* Onslow, came there in the early part of 1882. That after residing there for some time he engaged rooms for a person who, he said, was his wife and who was coming to live there; that she did come there and recognized him as her husband, and that they lived together in the house for a month or more, and were recognized by the family in every way as husband and wife, and that their whole intercourse, mode of conversation and manners, indicated, as they believed, that they were husband and wife. I will just quote a passage in the evidence which is very clear upon this point:

> They remained at my house a month at least. They occupied one room, number fifteen. They spoke of each other as husband and wife. The room was a bedroom. They both stopped there at night. They had no other room. They both occupied the same bed if they went to bed. He used to call her "Mrs. Burton." She told me herself she was Mrs. Burton. She called him her husband and Mr. Burton, and generally "Will." When she arrived I had some conversation with her. She asked for her husband and spoke of him as Mr. Burton. She was recognized as Mrs. Burton by my wife and family.

The next evidence is that of Henry Montgomery, who says that he knows the parties, that he is a Police Constable and that he went up to Cleveland, where he saw them living together in a house. He described the impression which was created in his mind, as follows:

> When I saw them, Mrs. Graham and Onslow alias Burton, in Cleveland, she told me she was living there as his aunt. I would say they appeared to be living together as man and wife. I judged so, from the appearance of their rooms and the way in which they addressed each other.

All the other evidence being in the hands of hon. gentleman, and the hour being late, I shall not say any more on the subject but beg to move the adoption of the report.

The motion was carried on a division.

The Senate adjourned at 5:50 p.m.

THE SENATE.

Ottawa, Tuesday, February 26th, 1884.

The SPEAKER took the Chair at 3 o'clock p. m.

Prayers and routine proceedings.

BILLS INTRODUCED.

The following Bills from the Commons were introduced and read the first time:

Bill (B) "An Act to amend the Act 40 Vic. Chap. 49. (Mr. Allan.)

HON. SIR ALEX. CAMPBELL suggested that the hon. gentleman should insert the name of the Bill to be amended.

HON. MR. ALLAN—It is an Act respecting Building Societies.

HON. SIR ALEX. CAMPBELL moved that the House adjourn during pleasure, as some Private Bills were expected up from the House of Commons during the afternoon.

The House adjourned during pleasure.

After some time the House resumed, and the following Bills from the Commons were introduced and read the first time:

Bill (19) "An Act to amend certain powers of the Commercial Cable Company." (Mr. Plumb.)

Bill (42) "An Act to Incorporate the Commercial Bank of Manitoba." (Mr. Girard.)

Bill (10) "An Act further to amend the Act to Incorporate the South Saskatchewan Valley Railway Company," (Mr. Plumb.)

Bill (51) "An Act to amend the Act

Incorporating the Bell Telephone Company of Canada."

The Bill was laid on the Table.

Bill (30) "An Act to Incorporate the Provincial Bank."

HON. MR. HOWLAN—This is a Bill that has come up without Petition, and I therefore move that it be referred to the Committee on Standing Orders and Private Bills.

The motion was agreed to.

The Senate adjourned at 4 p.m.

THE SENATE.

Ottawa, Thursday, February 28th, 1884.

The SPEAKER took the Chair at 3 o'clock.

Prayers and routine proceedings.

NOVA SCOTIA AS A FIELD FOR IMMIGRATION.

ENQUIRY.

HON. MR. DICKEY rose to enquire—

Whether attention has been called to a statement made by a member of the Nova Scotia Assembly and reported in this morning's Citizen, to the effect that Mr. Colmer, Secretary of the Canadian High Commissioner in London, has been decrying the advantages of Nova Scotia as a field for immigration, and whether, in the event of this allegation being established, steps will be taken to prevent a recurrence of such injustice to one of the older Provinces of the Dominion?

He said: In placing the notice for the question I am about to ask upon the Order paper, I had but a single object, and that is to prevent injustice being done to my Province. I wish it to be distinctly understood that I make no complaint whatever against the Government in this matter; on the contrary I feel quite sure that had the acting High Commissioner had his attention drawn to this matter in London he would have put his veto upon it as being conduct that was injurious to the Province he so well represents. It may be said that any official in the Emigration Office in London who is applied to for information with regard to this country may be permitted to uphold the advantages of one Province over another, but that is not the question to-day: the question is whether such an official, supported as he is from this treasury, which is contributed to by the different Provinces of the Dominion, has a right to decry the claims of any one Province as compared with those of another. I hold an opinion very different from that of the gentleman who has been spoken of in the paper from which I quoted in giving the notice. The despatch on which I founded the notice now on the Order paper, is as follows:—

Halifax, 23rd.—Mr M. J. Power, of Halifax, has given notice that on a future day he will move the following in the House of Assembly:—Whereas it has been brought to the notice of the members of this House that great injustice has been done to the Province of Nova Scotia, in the matter of giving information to immigrants seeking such at the Immigration Office in London, and whereas such information as is detrimental to the best interests of this province has been received, as is positively alleged, from officials of the Dominion Government connected with the Immigration Office in that city, therefore it is resolved that it is the opinion of this House that the Government of Nova Scotia should take immediate steps to bring this matter to the notice of the Government of this Dominion, in order that a repetition of the same may be prevented. In referring to the matter Mr. Power spoke of the injustice done to Nova Scotia in the conduct of the Immigration Office in London. The matter was one exciting deep attention in every quarter, while many persons had been using efforts to induce persons to remain in this country, and finding that impossible, had been endeavoring to induce persons to come into the Province who would be a credit to it. He did not think those efforts should be thwarted by officials of the Dominion Government, to whose salaries the taxes paid by Nova Scotians were contributed. He held in his hand evidence of a charge that he had to make against a gentleman whose name was attached to the document he was about to read. It was, no doubt, well known to the hon. member for Colchester, as he had been engaged in working farms and in establishing cheese factories in that county. This gentleman in a letter written by him to the Truro *Sun*, made the following statements: "My first step on thinking of settling in Canada was to call upon the secretary of the Canadian Commissioner in London. When I announced that I had thoughts of settling in Nova

Scotia, his face became very long, and he gave me to understand that whilst of course it was not his business to cry down or praise up any one part of the Dominion at the expense of another, yet as a friend—not as a friend, as you will imagine, of Nova Scotia, but of me, he advised no one to settle in Nova Scotia. I wonder how many possible settlers that gentleman has turned away from this Province. Certainly if I had not made the acquaintance of the Hon. P. C. Hill and Major-General Laurie, in England, I never should have settled here, after the impression made upon my mind by Mr. Colmer."

This letter is signed by Arthur F. Gurney, and the hon. member who moved the resolution, to show the character of the gentleman who signed this letter, referred to the hon. member for Colchester as knowing that this person had been engaged in large farming operations, and establishing cheese factories in the county he represented, and I think the hon. gentleman, although on the opposite side of politics, at once said that he was prepared to second the resolution. Now this is the statement which has been made, and I put it to the House whether it is a proper statement, and whether the representations made there were justified. Nova Scotia, according to my view of it, has a great many advantages as a field for immigrants. It is quite true that for some fifteen or twenty miles inland it is a rocky breaker-beaten coast on the Atlantic; it has a ridge of rocky coast land which, however, I shall show, has of itself advantages besides those of being a protection to the province against the waves of the Atlantic; for, in the first place, that coast is penetrated by some unrivalled harbors, and which form the outlet, and the inlet as well, to some of the finest fisheries of the world. This granite border also has the advantage of carrying with it the gold bearing quartz in which are found the gold mines of Nova Scotia. As is well known, they have yielded large quantities of gold and added materially to the revenue and prosperity of the country. Turning again to the Island of Cape Breton, we find there a noble country capable of accomodating a great many settlers, and if we pass to the mainland and follow the shore of Antigonish, Pictou, Colchester and Cumberland Counties, along the southern border of the Gulf of St. Lawrence, we have some of the finest and richest uplands of the Dominion, excluding, as I am bound to do, those in the North-West, but lands that are capable of producing from year to year crops of wheat—at all events for a period of two or three years—in a great many instances without manure. Then we have immense deposits of coal that have been worked for half a century, in the island of Cape Breton, in Pictou, and in my own county, Cumberland. Speaking of that I am proud to say that we have one mine, out of half a dozen there, that has a capacity of yielding 1,000 tons of coal a day: I allude to the Springhill coal mine. These are among the advantages that are presented, but we have, besides, speaking of the agricultural capabilities of the country, a peculiarty that belongs to Nova Scotia and the adjoining Province of New Brunswick; we possess very large and extensive areas of marsh country, soil that is very nearly akin, as I am enabled to state from visiting the North-West, to the dark alluvial soil of that country, this being the product of the deposits from the tides of the Bay of Fundy. Without wearying the House by details or figures unnecessarily, I may state that in the Counties of Cumberland, Golchester, Hants, Kings, and Annapolis, we have some forty or fifty thousand acres of this marsh land which is the finest soil in the world. Speaking again of the Annapolis district, we have in the three counties I have last named, Kings, Hants, and Annapolis, a soil capable of producing the very finest apples and other fruits in the world, so much so that I back that strong statement by another equally strong: such is the profusion with which fruit is produced there that besides satisfying all the local demands of the Province, and to a very considerable extent, of New Brunswick also, there is a line of steamers that runs for nearly six months of the year carrying those fruits to the London market. We have also very large mineral treasures besides those I have spoken of. We have gypsum, building stones, grind-stones in large quantities, and other minerals worked very largely, such as iron ore. I refer particularly to the well-known foundries of Londonderry and Pictou. With all these advantages, I put it to the House whether it should be expected that gentlemen representing the Province of Nova Scotia would tamely sit and listen to such misrepresentations affecting their Province? I trust, therefore,

that I shall require no apology for bringing this matter before this House. It may be thought that in speaking of this matter somewhat in detail (and I have endeavoured to avoid detail as much as possible) after all it is a mere string of assertions and quotations, but I will submit as the very best test of the productiveness of that Province the amount of its exports, which I find, in the last Trade and Navigation returns, to be no less than $9,820,332, or in round numbers ten millions of dollars, a little over one-ninth of the whole exports of the country. I do not go into the figures as to the fisheries and other resources descanted upon by other members from Nova Scotia recently, because I do not wish to advance any further facts to the House than are necessary to induce them to agree with me in the conclusion that I draw. The total cost of the Emigration Department of this country was no less, according to the last Public Accounts, for the last financial year than $373,957, and out of that there was expended in Nova Scotia only $3,448, leaving the large balance of $370,509 as the expenditure in the Dominion and abroad in Europe. This is, of course, irrespective of quarantine, and confining it entirely to emigration. Looking at the enormous inducements afforded for immigrants in Nova Scotia, at its mineral treasures, its agricultural capabilities, its facilities for manufacturing, and the many treasures that lie hidden in the bosom of that Province, I think that we are justified in concluding that there is ample room and verge for those immigrants who come annually to its shores.

Hon. Mr. WARK—I hope the House will excuse me for referring to one observation which has been made by the hon. member who has just taken his seat. He speaks of the country along the Gulf shore of Nova Scotia as being the best farming lands in the Dominion. If he had said "as good as any in the Dominion" I should have allowed the observation to pass unnoticed, but I think the hon. member who sits in front of me (Mr. Botsford) and the hon. gentleman who sits beside me (Mr. Montgomery) will say that Prince Edward Island has as good land as there is on the coast. I know that we have in the county in which I reside. At the first agricultural show, I remember, wheat was exhibited, no sample of which was under 65 pounds to the bushel. I have seen white wheat weighing 67 pounds to the bushel, and red wheat within a few ounces of 70 pounds; white oats weighing 48 pounds and black oats from 42 to 43 pounds, and this was not the imperial bushel, but the old Winchester bushel. We have raised from 700 to 1000 bushels of turnips to the acre, and I remember hearing a remark from a gentleman who was well acquainted with the coast, that the further north he went in New Brunswick the longer and heavier the heads of wheat became. So I think the hon. gentleman from Amherst was hardly justified in the statement he made with respect to the land in his Province. No doubt it is very good, but still it is not the best. There is another fact connected with New Brunswick which he overlooked, that is the very superior inter-vale lands along the St. John River and its branches, which are equal to any lands, I suppose, in the Dominion. I hope the House will excuse me for calling attention to this, because I do not think I should let the hon. gentleman's remark pass unnoticed.

Hon. Mr. KAULBACH — Coming from Nova Scotia I am very much pleased with the remarks which have been made by the hon. member from Amherst. He has given a very succinct and clear statement of what the advantages of Nova Scotia are, as a field for immigration. The hon. gentleman has said nothing of the County of Lunenburg, yet all that he has said of the province generally might be applied to Lunenburg and the southern shore of Nova Scotia. He has not spoken of the shipping interest for one thing. It is well known that per head we own more shipping than Great Britain, and certainly more than any other country in proportion to our population. I do not think there is any other part of the Dominion for its size that has such great diversity of interests as Nova Scotia. As the papers will show, we have one gold mine (I think it is the Gallagher) which in the last three months yielded over 800 ounces of fine gold, and there are other mines in Nova Scotia which I am sure have produced as abundantly. We must all be delighted to find that our great North-West is filling

up with population, because we along the coast must benefit by the development of that vast country. Who this Mr. Colmer is, or whether he has ever been in the Dominion or knows anything about it, I am not prepared to say. I observe in that letter that he merely offered friendly advice; if it was merely friendly advice it may atone to some extent for what he said, but even then his conduct would not be justified. As far as I can learn, Mr. Gurney is a man whose veracity cannot be questioned. He has come to Nova Scotia and been of great value in developing many of our industries. We in Nova Scotia are a happy, peaceful and prosperous people; we have plenty of room to grow, and plenty of resources to develope.

HON. SIR ALEX. CAMPBELL—My hon. friend from Amherst is undoubtedly amply warranted in bringing this matter under the notice of the House. The attention of the Government has been called to it and enquiries are being made, and I hope it will turn out that Mr. Colmer did not use the language attributed to him. There is room for misunderstanding under the circumstances. If he did use such language and seek to advise an intending settler to avoid a certain province then it was an indiscretion, but I hope it will not turn out that such was the case. My hon. friend, no doubt, is acquainted with Mr. Colmer.

HON. MR. DICKEY—No.

HON. SIR ALEX. CAMPBELL—Mr. Colmer is an officer of very considerable merit, in whom the last as well as the present Commissioner placed great reliance. He has shown himself a very warm and interested servant of the Dominion and has been very useful in England in spreading information concerning all the provinces, so he stands highly in the estimation of the Government.

HON. MR. KAULBACH—Is he a Canadian?

HON. SIR ALEX. CAMPBELL—He is—at least he was sent from Canada to England for the purpose of serving in the position he occupies: whether he is a Canadian by birth or not I do not know.

HON. MR. KAULBACH.

The well known character, standing and feelings of the gentleman who occupies the position of High Commissioner are, I think, a guarantee that no injury to Nova Scotia will be done so long as he is there to prevent it. I am sure that my hon. friends from Nova Scotia will feel quite satisfied that their interests and the reputation of their province as a field for emigration will be amply vindicated by Sir Charles Tupper so long as he is High Commissioner; there is no doubt of that. The recurrence of such an indiscretion—if it has been committed—the Government will carefully guard against, but I apprehend there will be no reason to fear anything of that kind. I trust it may be ascertained that the report more or less does Mr. Colmer injustice, but I am quite sure that it will never be open to anyone to make again a complaint of that kind with reference to his conduct as Secretary to the High Commissioner.

HON. MR. DICKEY—I would not rise again only for the reference that has been made to my remarks by my hon. friend from York. I regret exceedingly that he is so touchy about New Brunswick. I made no contrast between those pleasant inter-vales along the St. John, and the uplands of Nova Scotia. On the contrary, I went out of my way to say that they had those valuable alluvial deposits of marsh land in New Brunswick as well as in Nova Scotia. I am very glad to find that the sandy soil of Kent county, or Richibucto, is capable of yielding such very large crops. I am very glad to hear it now, for the first time; but my hon. friend can scarcely deny, if he has ever visited the south shore of the Gulf of St. Lawrence, that the counties of Cumberland, Colchester and Pictou possess land which cannot be surpassed anywhere.

HON. SIR ALEX. CAMPBELL—I may add to what I said before, that a pamphlet is now in course of preparation by the Department of Agriculture, based very much, I believe, on some essay or pamphlet written by a Mr. Prior, in which, I believe, the advantages of Nova Scotia are very strongly set forth. The pamphlet is being prepared for circulation in Great Britain, so that the advantages which Nova Scotia offers will be fairly presented to the people of the old world.

HON. MR. DICKEY—I am very glad to hear it, because hitherto the impression in Nova Scotia has been that it was entirely left to the local authorities to bring out the advantages of that Province, and there actually was an organization headed by Mr. Archibald, for the very purpose of bringing the advantages of Nova Scotia before the emigrating people in Europe, and I fancy the publication which has been referred to was drawn forth in consequence of the efforts of those private individuals to secure at least a small share of emigration to Nova Scotia.

THE GRAHAM DIVORCE BILL.

THIRD READING.

HON. MR. KAULBACH moved the third reading of Bill (A) "An Act for the Relief of John Graham."

The motion was agreed to, and the Bill was read a third time and passed.

FRAUD IN SALE OF PATENT RIGHTS BILL.

SECOND READING.

HON. MR. SKEAD moved the second reading of Bill (26) "An Act for the better prevention of fraud in connection with the sale of patent rights." He said :—There is a class of people who obtain patents for machinery of various kinds, and who go into the rural districts and sell rights, say for mowing machines, ploughs or other agricultural implements, giving a Township right, a County right, or even a Province right in some cases, for a certain sum of money. In other words an agent is appointed, and he acquires a right by giving a note of hand. The agent imagines he is going to make a lot of money out of his agency ; time is given him on his purchases, but in the course of time the notes given by such agents find their way into the hands of discounters and speculators, and some of them into innocent hands, and sometimes into the hands of the banks, and when they come to maturity the party selling the Patent Right is not to be found and the notes are worthless. The third clause of the Bill explains the measure, and is as follows :—

3. Any one who induces any person or persons to make, accept or endorse any such instrument, the consideration for which consists in whole or in part of the right to make or vend anything patented or claimed to be patented, or to vend any patent right or right claimed to be patented, without the words "given for a patent right" being so printed or written as aforesaid across the said instrument, and any one who takes, sells or transfers any such instrument not having the words "given for a patent right" printed or written in manner aforesaid, across the face thereof, knowing the consideration of such instrument to consist in whole or in part of the right to make or vend anything patented or claimed to be patented, or to vend any patent right or right claimed to be patented, shall be guilty of a misdemeanor, and shall be liable to be imprisoned in any gaol or other place of confinement for any term not more than two years, or to such fine as the judge may think fit, not exceeding one thousand dollars.

If the House considers it necessary I can give some information as to what was said with respect to this measure in the other House, and I will then ask that the Bill be referred to a Committee where it will be fully explained by the promoters. With the permission of the House I will read a paragraph from the *Commons Debates* :—

"Sir John A. Macdonald—I do not object to the 3rd reading of the Bill—"

HON. GENTLEMAN—Order, order.

HON. SIR ALEX. CAMPBELL—It is not permitted to read debates of the other House in the Senate.

HON. MR. SKEAD—I was asked to give an explanation of the Bill on a previous occasion, and I have prepared myself to give the explanation asked for, but as it is out of order to refer to the debates in the other House, I will simply move that the Bill be read a second time and referred to Committee.

HON. MR. KAULBACH—I consider this is a very important Bill, as in my Province many persons have been taken in by such spurious paper. Parties go about purporting to be the owners of patent rights for which they grant agencies throughout the country accepting payment by note. Whether this Bill goes far enough, as to how it affects *bona fide* holders I am hardly prepared to say.

HON. SIR ALEX. CAMPBELL—The

Bill is not for the purpose of dealing with spurious paper, but with paper that has been given truly and knowingly, but as to which value is requisite. I think it is somewhat doubttul whether it is desirable to deal exceptionally with this class of promissory notes. A man who gives a promissory note for any other consideration might as well be relieved in the same way, as the man who gives a promissory note for a patent right. The only justification for this legislation is the existence of the evil which the House proposes to deal with. A few sessions ago we had it stated before the House, in connection with legislation affecting Lower Canada, that fifty or sixty promissory notes had been given in one county in Lower Canada, as to which a good defence existed as between the original parties to the transaction; but these promissory notes had been transferred to another person who claimed to be an innocent holder, and therefore the defence which was good as between the original parties to the transaction, failed as between the innocent holder and the debtor.

Those who opposed the Bill might argue that the same facts are found with reference to other transactions by note, such as the sale of a horse, a house, or any other property, and still you do not protect, or exceptionally interfere in any way in the case of such persons. It would only be in consideration of the prevalence of this evil referred to by my hon. friend, that this Bill, in my judgment, would be justified. It seems to me that this is a matter which may very fairly be enquired into by the Committee on Banking, and I would suggest to them that, unless they are quite satisfied of the prevalence of the evil, there is a disadvantage or danger in dealing exceptionally with any class of promissory notes. I think they should all be on the same basis, but if the evil is very great, then this Bill would be an effective remedy.

Hon. Mr. DICKEY—I think, under the circumstances, that we ought to have some understanding if this is to go out of our hands to a Committee. It must come back here, of course, but I think the Minister of Justice struck the point of the matter when he spoke of the protection which it is intended to give to persons giving these notes, against the innocent holder. The effect of this Bill will be to protect both the innocent holder and the person who made the note, and for this reason: that this Bill requires that it shall be mentioned across the note that it is given for a patent right. Therefore, if the holder wants to circulate this note before it is due and to get money for it, there is a protection to the person to whom he offers it, whether it be an individual or a company, that it is a note given for patent rights; then it is taken with full notice. So that I think it does an injustice to nobody, but is a protection to both parties. The reason of the Bill is this, and it has not yet been stated to the House; the rule of law which states that where a note is made payable at a distant day, it may be endorsed, and if it is in the hands of an innocent holder, that person can recover, no matter under what circumstances the note be given. So, if this is to meet the crying evil of people going to distant parts of the country where men do not understand law, and frequently sign a note without understanding it, thinking perhaps it is an order for some machine or other thing, it will serve a most necessary and useful end. I should not have thought it necessary to make these observations after what has fallen from the Minister of Justice, but it has been always the custom to deal very carefully with these Bills on the second reading, and to point out any particular objections or advantages which a measure presents. I think that the Bill itself is a good one. I am not quite so sure about the third section, but that is a matter which belongs to the Minister of Justice; in that particular it appears to me the Bill goes perhaps a trifle too far, in imposing heavy penalties. Whether these are necessary or not, I do not undertake to say, that is a matter for the Minister of Justice to consider, but it is the only part of the Bill that suggests any doubt to my mind.

Hon. Mr. VIDAL—I think the objection taken against the Bill, if it may be called an objection, by the Minister of Justice, is a very valid one and has not been met by the hon. gentleman from Amherst. I think it is impossible, by any legislation, to make careless or ignorant people careful or wise. They will be imposed upon

if they do not use their own discretion and judgment, and the law as it is throws sufficient protection around them. Now, I have understood that the real cause of the introduction of a Bill of this kind was that the parties taking these notes had attached to the same paper something which would have constituted a notice similar to that which is now proposed to put across the face of the note, but that subsequent to the signature of the note this was detached from it—torn off the top of it. I presume if that were proved in any court of law it would be looked upon as such an alteration of the note that it could not be collected by anybody. I am not a lawyer, but I have understood that the law would protect any person from fraud of that kind. I think, although the evil may be prevalent, the propriety of passing a law to try and prevent injury resulting from a person not being sufficiently acquainted with business, and careful to guard their own interest, is open to question, and the end cannot possibly be attained. At the same time I do think the reference of this Bill to the Committee on Banking and Commerce is the mode by which it would be most carefully investigated, and if there does exist any necessity for such legislation, that it will be carefully considered in the Committee. Of course it is not taking it out of the hands of the Senate, for the report of that Committee has to come before this House, to be received and acted upon, and if it does not meet with the approval of the majority of the members of the Senate, then the action of the Committee will not be final, and it will remain for the House to take such action as may be thought best in regard to it.

The motion was agreed to, and the Bill was read the second time.

COMMERCIAL CABLE COMPANY'S BILL.

SECOND READING.

HON. MR. PLUMB moved the second reading of the Bill (19) "An Act to grant certain powers to the Commercial Cable Company."

He said: This Bill has been put in my hands, and I deem it necessary to make some explanation in regard to it. It has passed the other House, and, I understand, its provisions have been submitted to, and have been approved by the Government. The Bill authorizes the Commercial Cable Company, which was incorporated in December, 1883, under the laws of the State of New York, to construct and lay Atlantic cables between America and Europe. These cables are known as the McKay-Bennet cables. The cables are approaching completion; 1000 miles of cable is already finished, and was shipped on board the steamer *Farraday*, which is prepared to sail and lay it. Application has been made to land the cables on the coast of Nova Scotia, and an Order-in Council was granted giving permission to the Company to land, provided it became incorporated under the laws of Canada. The object of the Bill is to get a Canadian Act of Incorporation for the Company in order to comply with the stipulation of the Order-in-Council. I believe the Bill has been drawn up in conformity with this stipulation, and has been approved and passed by the other House without any special objection.

It also proposes to get the necessary power to enable them to construct cable lines necessary to make connection between the telegraphic systems of Canada and of the United States, and to use their lines for telephonic as well as telegraphic purposes. I believe the Company to be one possessed of large capital, and I should judge that the enterprise is one which, if gone into in good faith, as I believe it has been, will be carried out independently by this Company as far as it is possible for any company to do so. I do not believe—in fact I never have believed—that any legislation can be enacted by which these cable companies can be kept in competition, or prevented from amalgamation. There is no law which can be passed that will prevent the shareholders of one company from acquiring the shares of another company, and that is the whole story. A great many attempts have been made to prevent amalgamation, and without success; but I think this Company is as likely to be an independent corporation, on account of its large capital, as any other telegraphic company which is likely to come before this Parliament for incorporation. The cables were ordered in September last, and 1,000 miles, as I have

said, are already completed. It is expected that one cable will be laid by the middle of June provided permission is granted by this Act, and the other one will be laid during the summer. I believe it is well known that all existing cables have come under one control and management, notwithstanding the precautions which have been taken, and the declaration which was made by the late Government that they would not grant any charters to cable companies unless they were so secured as to prevent that kind of amalgamation. The fact remains that practically amalgamation has taken place, and commercial interests, or commercial greed, or whatever it may be, will over-ride almost any kind of legislation where it has reference to joint stock companies so long as the shares are in the market and purchasable. There may not be a legal amalgamation of the companies, but if the majority of the shares are acquired and held by one company it will practically affect the rates and working of the other company of whose stock they hold a majority of shares. Therefore I think it is almost futile to promise that any company will be absolutely independent, but Mr. McKay who is the chief promoter of this company is known as one of the chief owners and operators of the great silver mines in Nevada, and is, perhaps, one of the richest men in the world, while Mr. Bennett who is associated with him is the proprietor of the New York *Herald*, and is also known to be a man of great wealth. They, and two others, are the shareholders of this company, there being only four persons connected with it, and I do not think they are so likely to lose control of the enterprise as if the stock was held by a large number of subscribers or shareholders. The Bill in its present shape went before the sub-Committee of the other House and was amended, and passed by the Commons as amended by that sub-Committee.

As regards the rates, the amendments made in the Senate when the Gould Cable Company were asking for incorporation have been followed. As regards land rates, the same rates prescribed in the Rapid Telegraph Company's Act of incorporation, namely twenty cents for twenty words between any two points in Canada, have been adopted. That, I think, is a most important clause, and one which in the present state of things is very desirable for us to incorporate in this measure. I do not know that it is necessary for me to say anything further; the Bill is before the House and will undoubtedly be criticised and discussed when it comes before the proper Committee.

The motion was agreed to and the Bill was read the second time.

COMMERCIAL BANK OF MANITOBA BILL.

SECOND READING.

HON. MR. GIRARD moved the second reading of Bill (42), "An Act to incorporate the Commercial Bank of Manitoba."

He said: As this is the first Bill of this nature brought before the Senate this Session, and as it is the first institution of the sort which will exist in Winnipeg and be controlled entirely by the people of that city, I trust the House will permit me to explain the principle of the measure. We are not without banks in Winnipeg,—we have lots of them,—but the head offices are generally either in Montreal, Quebec, Toronto or Halifax. These associations have succeeded fairly well, although we had a hard experience of depression as is well known, and it is a satisfactory evidence of the state of our country that these various institutions have suffered no bad result from their operations there. The present application comes from our own people, and I trust there will be no difficulty in granting them incorporation, because the existence of banks means the improvement of trade, the circulation of money and general progress. The capital of the proposed institution will be limited to $1,000,000 and as soon as half a million shall have been subscribed and one hundred thousand dollars paid up, new directors will be chosen, because those who are seeking incorporation will be the first directors of the institution. Immediately on the election of new directors the bank will begin operation in the city of Winnipeg, and will be under the provisions of the general Act governing banks and banking. I might state that the time mentioned in the Act is limited, and extends to the 1st of July 1891. With this explanation I beg to move the second reading of the Bill.

HON. SIR ALEX. CAMPBELL—I hope that the Committee to whom this Bill is to be referred, will see that its provisions coincide with the general Banking Act. The sixth clause seems to me to contain something which is not in the ordinary Banking Act, though I may be mistaken in this view. I would merely express a hope that no departure will take place from the general rule which has been established with reference to the incorporation of new banks.

HON. MR. PLUMB—I hope the time is not far distant when the Government will see its way to passing a general Act for the incorporation of banks. We are constantly called upon in this way to grant charters, and are liable to depart from the principles which have been adopted in the chartering of those banking institutions which now exist. I think it would be advisable if some general principle were adopted, and some salutory restrictions imposed, so that every bank that came here for incorporation should be compelled to comply with those restrictions. Perhaps in that way it might be that we could avoid applications being made to Parliament altogether, and banks might be established on the same principle as joint stock companies are—a principle which prevails largely in the United States, where banking is fully as well administered as in this country. In that case, however, the note holder is secured, not only ultimately, but immediately, by a process which ensures the redemption of the notes the instant they are presented to the bank for payment.

The motion was agreed to.

SOUTH SASKATCHEWAN VALLEY RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. PLUMB moved the second reading of Bill (10) "An Act further to amend the Act to incorporate the South Saskatchewan Valley Railway Company."

He said: This Bill has been put in my hands and is an amendment of the Act 45 Vic., by which the Act of the Company was amended, and the time in the 4th section limited for the commencent of the said railway was extended to two years from the passing of the Act, which was assented to on the 17th of May, 1882. The Company have now asked that the time for the commencement of their proposed line may be extended for one year more, which would carry it to the end of 1885. From what I can learn, I believe that the undertaking is a sound one and I think its object is to keep as far as possible within the limits that have been prescribed by the Government for the construction of railways in the North-West. I knew something of the Bill when it was passed, and knew something of it also when it was amended, and felt satisfied that the undertaking was of *bona fide* character. I therefore move that the Bill be now read a second time, and trust that it will be permitted to take the usual reference.

The motion was agreed to.

BILLS INTRODUCED.

Bill (27), "An Act to incorporate the Halifax Marine Insurance Company, limited." (Mr. Almon.)

Bill (64), "An Act to amend the Acts relating to the Manitoba and North-Western Railway Company of Canada." (Mr. Girard.)

Bill (14), "An Act to Amalgamate the Board of Trade of the City of Toronto, and the Toronto Corn Exchange Association." (Mr. Allan.)

Bill (20) "An Act to amend the Act incorporating the Ocean Mutual Marine Insurance Company." (Mr. Almon.)

The Senate adjourned at 4.45 p.m.

THE SENATE.

Ottawa, Friday, 29th Feb., 1884.

The SPEAKER took the Chair at Three o'clock p.m.

Prayers and routine proceedings.

BILLS INTRODUCED.

Bill (35) "An Act to Incorporate the

Pictou Marine Insurance Company Limited." (Mr Power.)

Bill (43) "An Act to Incorporate the Union Trust Corporation of Canada." (Mr. Plumb.)

THE PACIFIC RAILWAY COMPANY'S BILL.

FIRST READING.

Bill (101) "An Act to amend the Act intituled 'An Act respecting the Canadian Pacific Railway Company,' and for other purposes," was introduced and read the first time.

HON. SIR ALEX. CAMPBELL moved that the Bill be read the second time on Monday next.

HON. MR. SCOTT—This Bill is of very great importance, and as it is usual on Mondays that a great many of the members are absent from the Chamber, may it not be as well to postpone it until Tuesday?

HON. SIR ALEX. CAMPBELL—I hope no one will be absent on Monday. I am unwilling to lose time: the emergency which has created the necessity for this Bill is very great, and I hope the House will be sufficiently full to discuss it on Monday.

The motion was agreed to.

The Senate adjourned at 3:25 p. m.

THE SENATE.

Ottawa, Monday, March 3rd, 1884.

The SPEAKER took the Chair at Three o'clock p. m.

Prayers and routine proceedings.

THIRD READINGS.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported the following Bills without amendment, and they were then read the third time and passed:—

Bill ( ), "An Act to grant certain powers to the Commercial Cable Company." (Mr. Plumb).

Bill ( ), "An Act further to amend the Act to Incorporate the South Saskatchewan Valley Railway Company." (Mr. Plumb).

PROVINCIAL BANK BILL.

SECOND READING.

HON. MR. GIRARD moved the second reading of Bill (39), "An Act to Incorporate the Provincial Bank." He said: The Association which now asks for incorporation will have its place of business in the City of London: The capital will be $1,000,000 and as soon as a part of the stock shall have been paid a Board of new Directors will be appointed and the regular business of the institution will then begin. It will also be under the provisions of the General Banking Act.

The motion was agreed to, and the Bill was read the second time.

BELL TELEPHONE BILL.

SECOND READING.

HON. MR. McKINDSEY moved the second reading of Bill (51), "An Act to amend the Act Incorporating the Bell Telephone Company of Canada."

He said: The Bell Telephone Company was incorporated by Act of Parliament 43 Vic., Cap. 67, with a capital of $500,000, for the purpose of manufacturing telephonic material, and constructing lines for telegraphic and telephonic purposes. Increased demand for the extension of their line has compelled them to ask for an increased capital, and the object of this Bill is simply to get permission to increase their capital from $500,000 to $2,000,000. The Bill is supported by a petition from the Company, and it is not opposed by any petition, or by any outside influence, and therefore I conclude that their request will be readily granted. They do not ask in their Bill to be relieved from any of their liabilities or responsibilities to the public, but simply to be allowed to increase their capital under the existing conditions of their charter.

The motion was agreed to and the Bill was read the second time.

MANITOBA AND NORTH WESTERN RAILWAY BILL.

REFERRED TO COMMITTEE.

The Order of the day having been called for the second reading of Bill (64), "An Act to amend the Acts relating to the Manitoba and North Western Railway Company of Canada."

HON. MR. GIRARD said:—When this Bill was presented to this House the other day I took charge of it under the impression that a petition had been presented and submitted to the Committee on Standing Orders and Private Bills. I have since ascertained that no petition has been presented, and I would respectfully ask that the Order of the day be discharged, and that the Bill, before the second reading, be referred to the Committee on Standing Orders and Private Bills.

The motion was agreed to and the Bill was referred to the Committee.

TORONTO BOARD OF TRADE AND CORN EXCHANGE AMALGAMATION BILL.

SECOND READING.

HON. MR. ALLAN moved the second reading of Bill (14), "An Act to amalgamate the Board of Trade of the City of Toronto and the Toronto Corn Exchange Association."

He said:—This Bill has for its object the amalgamation of the two corporations, the Board of Trade and the Corn Exchange of Toronto. The petitioners, in the preamble of their Bill, have represented that the objects and purposes of the said two corporations in promoting trade and commerce may be more advantageously exercised in the public interest by the amalgamation of the said two corporations, and have therefore introduced this Bill for that purpose. There is nothing out of the way in what they are asking for, and I propose to refer the Bill after its second reading to the Committee on Banking and Commerce.

The motion was agreed to and the Bill was read the second time.

CANADIAN PACIFIC RAILWAY BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (101), "An Act to amend the Act intituled 'An Act respecting the Canadian Pacific Railway,' and for other purposes."

He said: This Bill presents to the House, in its last stage, a measure which has been before the other branch of the legislature for some days, or almost some weeks. It has there been presented in different phases in the shape of resolutions, and afterwards in the shape of a Bill, which Bill has had three distinct readings. During the course of these several phases of the Bill in the other Chamber, the principle of the measure and the terms of it have been discussed at such length, and from such a variety of aspects, that I quite despair of being able to present it to this House in any new light, or offering any arguments which have not occurred to hon. members, many of whom have been present when the debates were going on in the other branch of Parliament.

Nevertheless it is a duty which my colleagues and myself owe to this House that we should present the measure to you, and suggest to you the reasons which have induced the Government to propose the legislatien which this Bill seeks to carry out. I will confine myself strictly to what seems to me necessary to present this measure to the House in the light of a business transaction, and to offer only such arguments as I think would satisfy business men that the measure itself is one which should receive the sanction of the Senate. The amount which the Bill proposes to grant is certainly a very large one—is one which is almost startling in its magnitude; nevertheless I think I shall be able to satisfy the House that the security offered is equally large, and that the necessity for the step is very great, and that no alternative offers which is better or

cheaper, or more advantageous to the country than the measure proposed for adoption by Parliament. I think in presenting it to the House I should confine myself to four or five of the most salient points. These, I think, are: first, the extent of the work which has already been accomplished by the Canadian Pacific Railway Company; then the resources which they have had at their control, and which they have applied for the work so far completed; then, the necessity for the subvention, and then the security which the measure proposes to offer for the very large loan which it proposes to give.

Now with reference to the first of these points, the extent of the work which has been accomplished, if hon. gentlemen will lend me their attention for a few moments I will take them over the road from Montreal to Port Moody, and state to them in precise language what work has been accomplished from one side of the continent to the other. The line from Montreal to this place was the property of the Province of Quebec, and has been purchased by the Canadian Pacific Railway Company; the line from here to Carleton Place was the property of a private company, and has also been purchased; from Carleton Place to Pembroke the line was also, part of it, the property of a private company which has been acquired and completed by the Canadian Pacific Railway Company. Beginning at Montreal, on the main line from Montreal and Brockville to Callandar Station the road is completed and under traffic, 391 miles. From Callandar Station going west to near Sudbury Junction is so far completed as to admit of the running of trains, 103 miles. From near Sudbury Junction to 33 miles west it is so far completed as to admit of the trains running. From thence west 315 miles to near Pic the road-bed is nearly ready to receive the track. From near Pic to within 32 miles of Nipegon no work has been done, but the trial location has been made. From 32 miles east of Nipegon to Nipegon, about one-third of the grading has been done, very heavy work. From Nipegon to Prince Arthur's Landing, 67 miles, the road-bed is ready to receive the track. From Prince Arthur's Landing to Red River, 423 miles, is so far completed as to admit of the running of trains. From Red River to the summit of the Rocky Mountains, 964 miles, is so far completed as to admit of the running of trains; of this distance 840 miles (to Calgarry) is under traffic. From the summit of the Rocky Mountains to Kamloops the road has been partially located. From Kamloops to 12 miles west the road has been partially located, but no work has been done. From that point to six miles west of Lytton the road is located, but no work has been done. From Lytton to Port Moody, 135 miles, grading has been nearly completed, and the track will be laid next summer, so as to admit of the running of trains.

The whole distance from Montreal, Brockville to Port Moody so far completed as to admit of trains running thereon, is 2,932 miles.

In addition to the part which is completed, the mileage which I have mentioned, there are 400 miles of branch lines completed and 61 miles remaining to be completed. To sum up that statement, there are complete and under traffic 1,659 miles, counting the mileage from Montreal to Callandar; or, leaving out the mileage from Montreal to Callandar, there are 1,268 miles complete and under traffic. But I may, for the purpose of my present argument, say that from Montreal to Callandar, 391 miles, should be included as well as the section from Prince Arthur's Landing to Red River. Then that portion which is in running order, but not complete for traffic, is as follows:—

	MILES.
From Callandar to near Sudbury Junction	103
Nipegon to Prince Arthur's Landing	67
Calgarry to summit of Rocky Mountains	124
From 6 miles West of Port Lytton to Port Moody	135

Making 429 miles where the trains are running, but the road is not complete for traffic. Then the distance over which the road is nearly ready to receive the traffic is

	MILES.
From Sudbury Junction to 33 miles west thereof	30
From 32 miles east of Nipegon to Nipegon	32
	62

Then, the sections on which no work has been done are—

	MILES.
From 33 miles west of Sudbury to near Pic	315
From summit of Rocky Mountains to Kamloops	286
From Kamloops to 12 miles west thereof	12
	613

And on the following a considerable portion of the grading is done :

	MILES.
Pic to within 32 miles of Nipegon	103
From 12 miles west of Kamloops to six miles west of Lytton	66
	169

Now, that is the extent of the work which has been accomplished by this company and accomplished in the marvellously short space of three years. It was only in February, 1881 that the contract which the Government had taken the responsibility of making with the Canadian Pacific Railway Company, was ratified by Parliament and it was shortly after that date that the work was commenced, so that in those three years the Company has constructed or acquired the main line of the Pacific Railway over the distances I have mentioned 1659 miles, and accomplished the work which I have described over the remainder of the 2,932 miles which constitute the whole distance, and in addition to that, completed 400 miles of branches, and performed a considerable amount of work on 61 miles. I think everyone will acknowledge that the work which has been accomplished is marvellous, and to an extent, and of a character which none of us contemplated when we gave our sanction to the Canadian Pacific Railway Bill in 1881. I will not go back to the discussions anterior to that time, nor over the different views that were entertained and expresssed in this House and elsewhere, as to the possibility of accomplishing this work, not within three or four years, but within 20, 30, 40, or as I think one hon. gentleman said in this House in my hearing—who is unhappily now no longer among us—100 years. That was the time which he said would be required to do the work which has already been accomplished; but men of more sober judgment than, perhaps, his was, conceived that perhaps 20 or 40 years would be required to accomplish the work which this Company has done between February, 1881, and the hour at which I am now speaking. It is a marvellous thing that any company should have done so much, and I think, without assuming any undue credit to the Government, it shows what sound judgment was exercised in selecting the men, and in framing the measure by which they were able to accomplish this gigantic task. Now, I think we are bound to discuss the resources by which the Company accomplished so much and I shall endeavor to present them to the House in as clear a light as I can, although perhaps it may be thought by some that it is entering into a private matter : still when a Company asks, as the Canadian Pacific Railway does, for assistance, we are bound to consider the resources which they possess and are justified in enquiring as closely as we please into the manner in which they have applied them. The resources which they had for the task before them were three-fold. In the first place the possibility of issuing a large amount of stock ; in the second place, the possibility of obtaining from the Government under the Bill, subsidies at a very handsome rate as the work progressed, and in the possibility of issuing land grant bonds. The Company availed themselves of all those resources, and in addition they sold a considerable quantity of land for town sites, on which they realised a large sum of money, and a large sum, I am glad to say, as net revenue from the working of the road. To take up these resources in their turn, I will submit to the House in the first place a statement of the stock which they had at their disposal and will show the amount of money which they derived from it. They had the power of issuing one hundred millions of stock. In truth they issued the whole of that, but it was not disposed of to the public but was disposed of in a way which I shall describe to the House. The total issue of the Company's stock, as I have said, was $100,000 000. Of this amount there were taken by the original syndicate and paid up in full at par, as subscribed stock of the Company, $5,000,000. There were taken by the same syndicate, the gentlemen originally

concerned in the enterprise, at 25 cents in the dollar $20,000,000 from which $5,000,000 was derived, making $10,000,000, besides money contributed in other ways which I will mention, to this great enterprise. They then pledged with certain persons in New York a large block of this stock, $10,000,000, to secure a loan of $4,950,000. They sold to the general public $30,000,000 on which they received $15,356,828. They deposited with the Government the balance of the stock making $35,000,000. These figures make up the whole $100,000,000. It will be observed that of this amount the original syndicate—if we may call them a syndicate—the gentlemen engagad in the enterprise originally, took and disposed of, either by depositing it with the Government, or holding it themselves, $25,000,000; that they borrowed money on $10,000,000, and sold to the general public $30,000,000 of which they got $15,000,000, and that they deposited with the Government $35,000,000. The next resource which they had was the possibility of obtaining from the Government subsidies on their work as it proceeded. They did so and from that source they obtained as the work went on $12,289,000. They also had the possibility of borrowing money on land grant bonds, and they did borrow to the extent of $9,029,000. The proceeds of the land grant bonds are as follows: The total issue was $25,000,000; the sum deposited to secure the running of the railway, under the original contract of 1881, was $5,000,000; the Company sold $10,000,000 and placed the proceeds in the hands of the Government. These $10,000,000 they earned from time to time and the money was paid back to them as the work progressed. Of these $10,000,000 the Company retired and cancelled $6,667,000. These two sums, the $5,000,000 which they deposited with the Government as security for the running of the railway and the $10,000,000 which they also deposited with the Government, are actually in the hands of the Government now. So of the whole $25,000,000 which was the limit of their issue, they deposited with the Government $15,000,000, and they have sold to outsiders $10,000,000.

HON. MR. SCOTT—$10,000,000 in value?

HON. SIR ALEX. CAMPBELL—Yes, the proceeds of the sale amounted to $9,029,000; the face value was $10,000,000. Of that amount in the hands of the Government, when the money came to be paid to them as the work progressed, from time to time the bonds were retired by the Company. Of the $10,000,000 the Company retired and cancelled $6,667,000, leaving in the hands of the public $3,333,000.

This constitutes the whole amount of the land grant bonds now held by the public. Of these, $846,000 are held by companies having payments to make to the Canadian Pacific Railway Company, and who will make those payments by means of these bonds, so that the liability of the Company to the public on those land grant bonds is reduced to something like $1,200,000. I stated that there were in the hands of the Government the $5,000,000 deposited originally to secure the running of the Railway, and also the $10,000,000 never taken from the hands of the Government, making $15,000,000; of these $10,000,000, $3,420,000 are held by an agreement with the Company to secure payment of $2,853,912, for which day of payment is given to 1888. Another amount, $1,830,000, is held to secure $1,527,000, a further portion of the same payment due in 1888. The balance, $5,000,000, is not appropriated, and is charged generally with the whole indebtedness of the Company. That is the state of the land grant bonds, and the state of the account of the stock. As to the subsidies, they have received the amount which I mentioned, $12,289,212, so that out of the subsidy they have had that amount, and the sale of the land grant bonds, $9,029,000, and they have sold some town sites for which they got nearly half a million of dollars, $477,000. These figures make $21,795,000. Then they received upon the road for the net revenue $892,000 making a total received as subsidy, from the proceeds of the sale of land grant bonds, from the sale of town sites and from the net revenue from the working of the road of $22,687,874. In addition to that they have received from sales of stock to outsiders, $15,356,828. Calling the first amount $23,000,000, and the last $15,000,000, they have received altogether

$38,000,000, from the sources which I have mentioned, and which constitute the only sources from which they have derived revenue or income, irrespective of running into debt, which they have done. The House will see that the sum contributed by the Government to this enterprise so far has been, including the sale of the land grant bonds, only $22,687,000. I have described now the extent of the work which has been done, and the resources out of which it has been done. As to the application of these resources I have a statement in my hand showing the cost of the work from one side of the continent to the other, so far as the work has been done. It is as follows:—

Work of construction on the main line west of Callandar station, eastern and central sections	$23,000,000
Improvements on the Government lines west of Cross Lake—that is, a point beyond Prince Arthur's Landing	353,000
Rolling Stock at the time this paper was framed	6,130,000
(It seems now by another statement which I have in my hand to be increased by $2,000,000.)	
Spent on Lake steamers, to run to and from Port Arthur	552,000
Spent on materials, rails and supplies	4,000,000
Plant, tools and outfit for construction	187,000
Dividends on Stock; 5 per cent. dividend on the stock until the work should be completed	2,128,000
Deposited with the Government, on the guarantee of interest (which I shall allude to presently)	8,700,000
Interest, &c., on land grant bonds	372,000
These sums make altogether an expenditure on the main line west of Callandar amounting to	$45,540,000

Some hon. gentlemen think it necessary to draw a distinction between some portions of this outlay and other portions, as for instance the work of actual construction on the lines, and the contribution by interest on the stock, but it is fair and just to place it down as an amount which the Company had to pay in order to get on with the work. They had, as they thought, to guarantee this interest on the stock, and, therefore, it constitutes a charge just as much in some respects as the expenditure on the construction of the road. Including the interest and the charges which I have mentioned, the character of which is open to discussion, they have spent $45,500,000 on the main line west of Callandar. In addition to that they have spent on the branch lines west of Callandar $3,759,000. A distinction is drawn between the branch lines west of Callandar and those east of Callandar, because the most of those east of Callandar were in existence before the Canadian Pacific Railway began its operations. They were lines which existed here, and which were used, the most of them by the Canada Central Railway and the Quebec Government. The St. Lin branch, the St. Jerome branch, the Perth branch and other portions of those lines were established before the Canadian Pacific Railway Company came into existence, so that there is a distinction drawn in this paper between branches of that kind and those which have been constructed with the object—an object which they are happily accomplishing—of increasing the traffic of the main line. The latter have been constructed by the Company without subsidy and out of their own resources, and they very much increase the value of the main line, so I think it is fair to include them in the estimate of the cost of constructing the main line, although we do not do so in granting a subsidy. The amount spent on the main line and branches west of Callendar is $49,300,000. Including all that, and the expenditure between Callendar and Montreal and Brockville, the amount is $54,728,000. Then come several items about which no doubt very different opinions are entertained; the necessity of the purchases and the character of them, and all the circumstances being considered by many hon. gentlemen as open to dispute. These are the South Eastern Railway, the St. Lawrence & Ottawa Railway, the Atlantic &

North Western Railway, the Canada North-West Land Company, advances to contractors on construction, sundry advances on other matters incidental to the work, amounting to $473,000, and paid in respect of securities deposited with the Government, in lieu of $1,000,000 cash, $484,000, these additional items about which I say there may be some difference of opinion, amount, with the others I have mentioned, to $58,695,000, and that is the gross amount which this Company has expended from the time it undertook this work three years ago to the time that this paper was made out, about a month ago, on the whole work from the Atlantic to the Pacific, including the purchase of the South Eastern Railway, the St. Lawrence & Ottawa, and so on. But omitting work about which some difference of opinion may exist and confining the expenditure to the main line and the branches between Montreal and Kamloops, the amount is $54,728,000. Confining still more closely the expenditure to the main line and branches west of Callendar the amount is $49,299,000. The House will see that the resources which I have mentioned, derivable from stock, from subsidies and from the sales of land grant bonds amount altogether to $38,000,000, and the Company have spent on the direct line alone and branches west of Callendar over $49,000,000, and including all kinds of expenditures $58,000,000. Now I enquire naturally in my own mind, and hon. gentlemen will no doubt all enquire in their own minds, how this large additional sum was raised. Putting down the whole expenditure at $58,000,000 the amounts are made up as follows:

Original Paid up Stock ....$	5,000,000
From Govt. Subsidies	12,289,000
From Land Grant Bonds...	9,029,000
Proceeds Town Sites.....	477,000
Stock Loan by Syndicate, at 25 cts.—20,000,000.....	5,000,000
Proceeds, Sale of Stock to Outsiders.....	15,356,000
Nett Traffic Revenue.....	892,000
	$48,043.000

Those seem to be the figures including the resources from which the Company derive its capital for the purposes of the large expenditure which I have mentioned, and they have, it would seem, in addition to that, borrowed upon a deposit of stock in New York $4,050,000. All these sums I have mentioned come to $53,000,000 against a total expenditure of $58,000,000; but the Company have a floating debt of $7,500,000 and they have in addition to the sums which I have mentioned made a great many other payments, amounting to nearly $2,000,000, which do not come directly under the heads that I have mentioned on the construction of the road.

These other items appear in their accounts, and I will read them to the House that hon. gentlemen may see their character. The paper from which I shall now read is the balance sheet of the Canadian Pacific Railway Company, made up by officers of the Government. When this matter was in its earliest stage it was thought wise by the Government to despatch two of our own officers—an accountant and the Chief Engineer of Government railways—to Montreal to examine the books of this Company; to ascertain their expenditure, and to classify it. The result was that in addition to the sums which I have mentioned, there would appear upon this account to be a number of other items; in the first place, the equipment of the road is put down at $8,000,000, instead of $6,000,000, as I have given it from this other paper to which I have previously referred; and in the next place the interest on stock and bonds which has been paid by the Company, is put down—interest on stock is mentioned in the statement which I have already read to the House, but interest on the bonds is not mentioned—so there is another large sum there. I apprehend, therefore, that in addition to the $58,000,000 there is another large sum amounting to something in the neighborhood of $2,000,000 expended by the Company for a variety of purposes, which are not strictly construction, but incidental, and which could not have been avoided, but which one can readily believe arose naturally and unavoidably in connection with so large a transaction. These sums, in addition to those I have mentioned, would make a very large expenditure, perhaps in the neighborhood of $60,000,000—which has been made in the way referred to. As to the $53,000,000 of floating debt, that is one of the items, which this Bill pro-

poses to enable the Company to pay. I have grouped together and presented to the House such a statement as I have been able to furnish with reference to two, if not three points, which I thought it was desirable to illustrate. I have shown the amount of work which has been done, the cost of that work and the resources which the Company had for the purpose of completing it. Now, with reference to the necessity for this loan: undoubtedly the loan is of a character sufficiently great almost to startle the country; but we are to consider what is the character of the security offered (of which I shall speak presently) and also the circumstances under which this loan is made, as well as whether any better or more economical mode existed of going on with the work. I remember when this matter was incidentally brought up, a short time ago, the hon. gentleman from Halifax (Mr. Power) asked "Where is the necessity of going on with the work—why not allow the contract to run on to its full length, and let the work be completed in 1891? It will then be completed as soon as was originally contemplated." Well, I think there are several answers to that; one is, that when the whole energy and resources of this country are applied for the purpose of completing a great national work such as this, the advantages to be derived are all the greater if derived quickly. If this work is to be of great national benefit in 1891, it will be of a great advantage, surely, to have it completed in 1886. Then, again, there is every reason to believe, more particularly from advices we have received within the last week or so, that a very large population will at once go into the mountains, where valuable silver deposits have been discovered, and there are also large coal deposits in the neighborhood of the mountains, which will likewise attract a population anxious to benefit from this mineral wealth.

HON. MR. POWER—That could not have influenced the Government in making the loan, as it had not taken place.

HON. SIR ALEX. CAMPBELL—It influences the Government in this way: that it shows the necessity for expedition in prosecuting the work. Then, again, we are to consider that the country has already invested in the work—on different sections—as large a sum as nearly $28,000,000, being the cost of that portion of that railway which the country has constructed, or will have to construct, and there will be a large loss of interest upon that amounting to something like $1,250,000. Further, it must not be lost sight of that the stoppage of such a work as this would have a bad, not to say disastrous, effect upon the country; in fact just how disastrous those effects would be, cannot be fully depicted; in the banking world, in commerce, in fact in every branch of industry great loss would arise, and had this Company gone to the wall, general depression would have fallen on the country. I think therefore, as the circumstances would have been most grave, even if there was nothing more than the apprehension of these disastrous circumstances, the Government were sufficiently justified in going on with this measure—if, as we believe, the character of the security is ample, and the money is not thrown away, or likely to be lost to the country. The Government had to choose between the utter destruction of this Company, and going on with the road in the way which is proposed by this Bill. The Company had exhausted their resources for the purpose of raising money. It will be seen how gigantic its resources were by the fact that they themselves had purchased stock to the extent of $5,000,000, and deposited that amount at par, as well as having purchased another quantity of stock at 20 cents on the dollar, making an expenditure, on their part, altogether of $25,000,000 at 42 cents on the dollar, and in that way they have contributed from their own resources, ten millions of dollars to construct this road. In addition to that they have borrowed in New York, upon a deposit of ten million dollars of stock, the sum of five millions of dollars, and further they have contracted a floating debt in Montreal, New York and elsewhere amounting to $7,500,000. So that the position was most serious, and it would seem as though nothing but failure could be expected by the Company, unless the Government came to their assistance, and in view of the evils which would have resulted had aid been refused them, and of the advantages to the country to be derived from the completion of the road in 1886 instead of

1891, as well as the likelihood of a large population being attracted to the Rocky Mountains, in connection with the mineral wealth of that District, I think the Government was justified in believing that Parliament would sanction the very large amount of assistance which is asked by this Bill to be given to this Company,—more especially if the security was sufficient, and such as business men would consider ample to secure the repayment of the loan. Now the security offered by the Bill is as complete and perfect as any security can be; complete in its universal character over all their property, and complete in the convenience by which it can be used should occasion arise. There are two things in connection with security which all commercial men calculate very closely,—one is the character of it, and the other is the feasibility of using it. I may say that the Government has taken special care with reference to both of these points. We believe we have received ample security, and that it is in such shape that it can be used without difficulty or delay, should occasion demand. The security is best described by the language in the body of the Bill, which, if the House will allow me, I will read. It is as follows:—

"As security for the repayment of the said loan, with interest as aforesaid, and as additional security for the payment of the said sum of seven millions three hundred and eighty thousand nine hundred and twelve dollars ($7,380,912), and interest, falling due on the seventh day of November, one thousand eight hundred and eighty-eight (1888), the Government shall have a first lien and charge upon the entire property of the company, real and personal, now owned or hereafter to be acquired or owned by them, including their main line of railway, the extensions thereof, their branch lines of railway, the whole of their equipment, rolling stock and plant, and all their steamers and vessels; and also upon the land grant of the company, earned and to be hereafter earned; saving always, however, the rights of the holders of the existing mortgages on the extensions of the line of the railway from Callandar to Brockville and Montreal, as security for the unpaid balances of the purchase money of the lines constituting the said extensions, and subject to the mortgage upon the land grant, executed by the company to secure their issue of land grant bonds."

The House will remember that, as far as this mortgage is concerned, of which I have just read, there is only due upon it something like $1,500,000. The Bill goes on to state:—

"And the Government shall continue to hold and retain the entire amount of land grant bonds now in its custody or possession, subject to redemption under the terms of the said land grant mortgage, and with all remedies as to interest, voting power and all other matters in respect thereof, which would be held or possessed, or could be exercised by any purchaser of the said bonds; and all moneys received by the Government from the trustees of the land grant bonds in redemption of such bonds shall be applied as follows, that is to say:—"

This is security upon all their property—their line of railway, their branches, their rolling stock, their steamships, and all the property they possess. We have seen that the portion of their line between Montreal and Kamloops alone has cost them some $54,000,000, in which rolling stock is included, and upon all that, as well as their steamboats, which I do not think are included, the security of the Government is complete. Then as to the remedy, which I say is also a very important point, and carefully examined by commercial people in advancing money—we find it described in the second subsection of section 6, in the following language:—

That upon default for twelve months in the payment of any half-yearly instalment of interest upon the said loan, or any part thereof, or of interest upon the said sum of seven million three hundred and eighty thousand nine hundred and twelve dollars, or any part thereof, or in the payment of the principal of either of the said sums or any part of either of them when the same shall become due, in accordance with the provisions hereof, the right of the company under their contract hereinbefore mentioned, to demand or receive any further cash or land subsidy shall cease and determine, and the said railway and extensions thereof, branches, equipment, rolling stock, plant, including steamers, and all lands and property of the company, and all land grant bonds then in the possession of the Government shall, upon the occurrence and continuance for the said period of twelve months of such default, *ipso facto*, and without any notice or proceeding whatsoever, vest in Her Majesty, and shall forthwith, thereupon, be taken possession of by the Minister of Railways and Canals, on behalf of the Government of Canada, and each and every employee of the company shall, from and after the expiry of the said period of twelve months, become and be the employee of the Government during pleasure, and shall hold and possess any matter or thing appertaining to the said company then in his custody, as and for the Government; and the rates of interest, and the terms of payment hereby

fixed, shall not be disturbed or altered by the terms of such agreement.

In addition to that, by another clause in the Bill it is provided that if the road cannot be completed within the time mentioned, the sum which may be advanced under this loan shall be charged against the subsidy—in the event of the Company going on and finishing the road under their original charter. So that in every possible way—by taking security upon all their property, their railway, rolling stock, steamboats, land grant bonds, the land which they have and have not earned—it has been secured that this money shall be repaid. There has been no omission of any kind, and both the Government and Company believe that the people are given under this Bill complete and ample security for the money which is to be loaned. I think, therefore, that neither in the character of the security nor in the value of it, nor in the remedies which the country will have to use in case of default, has anything been omitted, but on the contrary, so far as we can judge, there is nothing left unprovided. Then as to the guarantee by the country of three per cent. dividend upon the stock of the Company for ten years; when first the Company became aware of the difficulties which were likely to come upon them—caused by the great depression of railway stocks in the United States—particularly transcontinental stocks—they thought that they could overcome that difficulty by getting from the Government a guarantee of three per cent. for ten years upon $65,000,000 of their stock—in the first place upon $100,000,000 and afterwards upon $65,000,000. That guarantee which was ultimately given upon $65,000,000 at three per cent. amounted, I believe, to something like $14,000,000 or $15,000,000, but against that undertaking the Company placed in our hands $8,751,000 in cash, and they gave us of land grant bonds something like $5,250,000, while we also took from them an agreement with reference to what they might earn from the country for postal transport service, which was estimated at about $3,000,000.

They placed these things in our hands as security against this guarantee of three per cent. for ten years—the cash amounting to $8,700,000, and the land grant bonds to $5,250,000, and the postal subsidy and transport service to about $3,000,000. This large deposit with us was to meet the expenditure going over ten years. The expenditure for the next three or four years is already met by the money which is deposited in our hands irrespective of the time which is given for the sums which are mentioned in this Bill, so that although we are giving time for payment until 1888 for a portion of this money, it is not for any portion that will be needed by us for the purpose of paying the three per cent. dividend. We have sufficient in our hands to pay the three per cent. dividend up to 1888, besides the amount which it is proposed by this Bill to give them time to pay for. In that way we are helping their resources; we are doing them to that extent, a service without injuring the country in any way, if the security which they propose to give is sufficient, as I think it is. The time of payment for a portion is from the first of February, 1884, until November of 1888. Up to 1888 we have, irrespective of this sum of $2,800,000, money enough in our hands to pay the interest at three per cent. upon the stock, and we shall not want that sum until 1888, when it will be repayable to us in accordance with this Bill, and no harm will be done to anybody, and it will be of great service to the Company if the security is sufficient, as I think it is, to assure us that the money will be repaid. The whole of the mortgage we have taken meets not only the $22,000,000 we proposed to lend, but is also for these $2,000,000, and also for the balance of $7,380,000 which will also fall due in 1888. In addition to this we are proposing to give to the Company the $1,000,000 which they deposited with us originally as security for the construction of the road. We think there is no object, and therefore it is not right in view of the difficulties with which the Company was surrounded, for us to retain the $1,000,000 unnecessarily. The fact that the Company has expended the large sums I have mentioned, amounting to $49,000,000 on the main line—$58,000,000 including everything—we think, is a guarantee that they will go on with the work—a guarantee for the construction of the road much more to be relied upon than a deposit with us of a $1,000,000. Therefore we give it up.

The other security which they deposit

with us of $5,000,000, as security for the working of the road for ten years, the House will observe, we have not given up.

I have not said anything as to the clause forbidding amalgamation. I dare say that clause has attracted the attention of the House; it was introduced by the Minister of Railways, in the other Chamber, when the Committee came to report. It is to prevent an amalgamation of the two great railway companies of the country, the Grand Trunk Railway and the Canadian Pacific Railway. The clause is framed in the interest of the Dominion, and will, I hope, have the effect of preventing an amalgamation, although we do not intend it to prevent the procuring of traffic or running arrangements. These can always be made, with the assent of the Government, and we do not propose at all to hinder the acquisition by the Canadian Pacific Railway Company of the road between Quebec and Montreal, should that Company conceive it to be their interest to acquire that line. Then we propose that the Supreme Court of Canada shall have jurisdiction to enforce the provisions of this section. They have not such power at present, as the Supreme Court is a court of appeal; but we propose by this Bill to give them original jurisdiction, and give it the ordinary powers which courts of common law and equity possess to enforce this jurisdiction.

The Supreme Court has been chosen, because of its general jurisdiction all over the Dominion, and because some difficulty might arise in reference to one Province or two Provinces, and it might be embarrassing to take legal proceedings in both Provinces, and legal proceedings in one Province might not be sufficient to remedy the injury which might be going on in one or more Provinces; therefore it was thought desirable, and it still strikes me as the best course to adopt, to give the jurisdiction to the Supreme Court or Exchequer Court, these Courts having jurisdiction all over the Dominion. I have gone through nearly all the provisions of the Bill. My only object has been to lay before the House the transaction which this Bill involves—the loan of a very large sum of money, $22,500,000, under very unusual and extraordinary circumstances, for a very large purpose, and with, I think, a very adequate security. I hope and trust the Bill will receive the sanction of the House, and that hon. gentlemen will not feel that I have detained them too long in offering these explanations of its character and object.

HON. MR. SCOTT—The leader of the Government has not taken up our time to the extent that the importance of this subject would seem to demand, and certainly not to the extent that was taken by his colleagues in the other branch of the legislature; but I think he has given us, from his standpoint, a very full and frank statement of the affairs of the Company, within the limit he has allowed himself. He has taken us much more into his confidence than the members in the other Chamber were taken into the confidence of his colleagues when bringing this subject under their notice. It is the first time I have heard it brought forward as a reason for the passage of this measure that it was likely to bring on a crisis if Parliament did not come to the rescue of this powerful company. I had always been under the impression, and the letters of the Canadian Pacific Railway Company that have been published from time to time within the past few months had confirmed that opinion, that the Company had ample means, and that their resources were quite sufficient for the completion of this work, provided that a longer time than was originally stipulated was granted to them to do so. But on the face of this Bill we are told that the reason for advancing this loan is that they are unable to procure the funds required for proceeding with the work of construction as rapidly as is necessary to complete the railway "within the said earlier period." The reason of this grant, presumably is the advantage that the speedy construction of the railway will be to Canada, but if it had been mentioned in another place, as it has been here, that our refusal to grant this aid to the Company would lead to a crisis, it certainly could not have failed to arrest my attention. I would regret that our refusal to grant this aid to the Company would bring about a crisis, but I think much more highly of that work than for one moment to believe that such contingency is within the range of possibility. Certainly the communications of

the president and other officers of the Company would not warrant us in drawing such a conclusion, and the whole argument that has been used for the adoption of this measure by its supporters in Parliament, is the immense advantage it would be for the people of Canada to have this road constructed within two years, rather than extend the time of its completion to the period originally limited by Parliament. My hon. friend, in narrating to the House the extraordinary despatch that the Company have used in constructing this line, has, I think, rather overstated it. I am free to admit that the Company have displayed wonderful energy in the execution of this work; that they have done it extremely well; that they have run the road as well as it could be run, and have placed on it good rolling stock; but my hon. friend, in giving them the credit of constructing over 2,000 miles since they obtained their charter, is in excess of the amount which they have actually constructed, because a considerable part of that railway was already in existence when the Canadian Pacific Railway Company obtained their charter. The hon. gentleman gives them credit also for the part constructed by the Government. Certainly east of Callandar station 201 miles were already constructed, and the road had been running for several years previous from Montreal to Renfrew. Then again the road between Lake Superior and Selkirk was built by the Government. The Government continued the construction of that section of the road after the charter was granted to the Canadian Pacific Railway Company, and that section embraced 428 miles. The Pembina Branch was also nearly completed. The Company may have put the rails on, but nothing more. Then again the sections in British Columbia are being built by the Government under a contract with Mr. Onderdonk, and a considerable part of that division which I believe is very heavy work has been completed, which makes at least 800 miles that the Company did not build, and which they either got as a gift from the Government, or acquired by purchase. At the time the contract was given to the Company it was, of course, obvious that in order to render their property valuable, and to avail themselves of the great privileges that their charter gave them, they necessarily would enlarge the sphere of their action. A departure was made from the policy which had previously prevailed. In discussing this question in former years Parliament adopted a neutral point which the Canadian Pacific Railway would reach in Ontario as its eastern terminus, and at that point it was to connect with the other railway systems of the older provinces. That point happened to be selected in the neighborhood of Callander, and it was on that account that the charter was given to the Company from that special point, and it was then no part of our policy that we should assist the Canadian Pacific Railway Company in acquiring roads thence leading South or leading East. It was never contemplated originally, when bringing this project before the House in 1881, that our subsidies and aids to the Canadian Pacific Railway Company ought to be sufficient to enable them to connect with the seaboard. That subject was never broached, but when my hon. friend was informing the House to-day of the amounts of money expended by the Company hon. gentlemen must have noticed that a very large part of the moneys expended by the Company in this enterprise, inclusive of the aid given by Canada, was devoted to purchasing lines elsewhere. I gather from the speech of the Minister of Railways that the moneys expended by the Company in acquiring lines between Callander and Montreal aggregate a sum exceeding $16,000,000. Now, I think it is scarcely fair to quote that as an expenditure that the Company have made in pursuance of the conditions of the charter that this Parliament has given them, because it was clearly understood that we were not to contribute anything towards any line that they might choose to acquire outside the main line, or the branches that might be constructed in the North-West, and therefore it is scarcely a fair or reasonable argument to urge upon Parliament that in consequence of these expenditures we should now come to the assistance of the Company, because if the argument is a fair one it would apply with equal, if not greater force, if they had continued purchasing roads further east to the sea-board. It could with the same propriety be urged here to-day that that outlay is one that Parliament ought to consider. We know that the outlay has

already given rise to considerable jealousy on the part of other companies in Canada, and that it is from their standpoint urged as a departure from the policy on which the project of the Canadian Pacific Railway was originally conceived, that is, that the country should either build, or aid the Company to build a line up to a certain point which would be accessible to the existing railway systems, and where they were to have an equal right, and equal privileges to tap the trade that came over that line. That, as I understood it, for many years was the policy of the people and Parliament of this country in proposing to construct their transcontinental railway by means of subsidies to an independent company who might undertake to build the road and, therefore, I do not think it is a fair argument that could now be urged to us that because this Company has chosen to expend nearly $20,000,000 outside of what was originally contemplated or discussed when its charter was before us that therefore we ought to come to its assistance. When a little over three years ago His Excellency addressed this House at a special session called for the very purpose of considering this charter, the words which were placed in his mouth were that this contract was given to men of high financial standing in Europe, the United States and Canada. They were supposed to be men who controlled the money markets in Lombard Street, in Hamburg, in Paris and in New York. A Company composed of men, some of whom were millionaires, offered to construct the road at a considerably less sum, but the idea was scouted by the majority in Parliament, on the presumption that they were not equal to the position, although they could count up a good many more millions than this Company now is short to-day. But we were so assured that the Company, which the Government at that day recommended to us, was one of the strongest companies that could be created, that Parliament relied upon the statement set forth by the Government, that their resources were practically unlimited. We knew that we were giving them something substantial; it did not require very much in addition to their personal responsibility and their own individual means. We knew that with the valuable subsidies and privileges that Parliament was conceding to them, if they could present a fair face at all in the financial world, if they had the *entree* into financial circles, they would have no difficulty in raising all the money necessary for the construction of the Railway proper and such branches to it as their enterprise might prompt. That is what we were told. Had any gentleman risen here in February, 1881, when we gave that charter and said that in three years this Company would be appealing to the people of Canada for assistance—that, notwithstanding the liberal and generous aid that Parliament was giving them they would be asking for further assistance–why he would have been laughed at. It would have been considered absurd and preposterous, because we were all discussing it from the standpoint that there was not only money enough and resources enough to construct the road, but that it would probably be necessary that they should have an excess over the amount required for the construction of the road to run it, because some portions of the line might prove unremunerative for a time. That was the argument that was used, and no one thought that within so short a period as three years we should be called upon to supplement the generous gifts we had contributed towards this enterprise I think I may here observe that this measure is an ample justification for those of us who urged that this work should be constructed as a Government work. In 1878, when the change of Government took place, the work was being pushed as rapidly as was wise or prudent. When the present Administration succeeded to that of Mr. Mackenzie, they took up the work where he left it, and they continued, with at least equal vigor, probably greater, the construction of the road proper, and but a few months before this charter was granted to this Company the policy of the Administration was to build a road such as the resources of this country would permit, and to build it first in the prairie country, where we could attract settlers. The Minister of Railways, in making his statement to the House in April, 1880—I refer to the official report—said he had called for certain figures and estimates from the Chief Engineer of the road, and he spoke of the portions of the work that were then under contract, and the portions that were

to be placed under contract. There he adverts to what was the policy of the Government, as will be seen in his own letter dated 15th April, 1880.

Now, that was the true policy; no doubt it was a wise policy to build the road from Lake Superior to Winnipeg, and then to extend it from Winnipeg westward just as rapidly as the country could be settled. I think it was a very unfortunate thing for Canada when that policy was departed from. Our resources were in no way crippled. Our means were ample to push the work with even greater vigor than was then being displayed, but we were told that it would be better to place it in the hands of this wealthy Company that had the command of the financial circles both of Europe and America, because it embraced two continents—two continents are alluded to in the Governor General's speech, it was thought so important to give full prestige to the gentlemen who formed that syndicate. Another reason why it was urged that the charter should be granted—it is within the recollection of hon. gentlemen, and I need not refer to the reports of the debates—was that they were to be our immigration agents. They practically were to fill up the country. My hon. friend, when introducing the Bill into this Chamber, foreshadowed that at all events a population of 100,000 a year would be added to the North-West through the efforts of this Company. It was presumed that they would actively interest themselves to send the people who were dissatisfied with their condition in Europe to better themselves on the fertile prairie lands of the North-West. Well, we are all sorry to say that that prophecy has not been fulfilled—that instead of 100,000 people settling in that country since that time, it is questionable if half that number has gone there. I do not know what the number, speaking from memory, at this moment may be, but I am quite sure that it is not within 50 per cent. of the figures that were then given; but that was one of the reasons urged for dealing with this Company in the generous and liberal way that they were dealt with. Under their contract with us they had only 1,900 miles to build. We undertook to build six hundred and some odd miles, the expensive portions of the work. They were given the easy portions. The people of Canada were building then, and undertook to complete, certain sections, and handed over to the Company the 480 miles between Prince Arthur's Landing and Winnipeg, a very expensive portion of the work. The section from Kamloops to Port Moody, 215 miles, was then under contract, (if my recollection is right, or was put under contract immediately after the Bill was passed, or was then under contract,) confessedly the most difficult part of the whole work. The portion near Lake Superior may in some degree approach it in point of difficulty, but it was then recognized as the most difficult section. The estimate for building it was a pretty large one considering the short mileage but it was assumed, and I think assumed correctly—I do not think the subsequent facts will disturb the assumption—that about 800 miles of the road that the Company had to build was tolerably easy work. Many gentlemen put it at more, but we will call it 800 miles. It really left only 1,100 miles more difficult than the prairie, but none of it, excepting a portion near Nipegon, would equal in point of difficulty that portion in British Columbia which the Government of the country undertook to build and hand over when completed, to the Company. Now, I think myself that the figures would have been more satisfactory to us if they showed us exactly what the mileage cost had been in the various sections. We have thrown at us in this blue book a vast variety of letters and figures, but it speaks so generally of expenditures east and west of Callandar, that I at all events, have found it quite impossible to analyze the mileage expenditure on any portion of the road. Whether the Company have kept the accounts in that way I do not know. It is simply important from one aspect, and that is in order that we might fairly compare the cost of construction by the Company with the cost of construction by the Government. Now, in the latter case, we knew pretty well at the time the charter was granted, what the cost would be; we discussed it very freely in 1880-81. I believe the figures have not been exceeded, as far as I have been able to learn. The line from Port Arthur to Winnipeg was built by the Government, and the estimated cost of it was something like sixteen or seventeen millions of dollars—I believe $17,000,000 would cover it. The line

from Savona's Ferry to Kamloops, also built by the Government, was at that time estimated to cost $13,500,000. Whether that amount will be exceeded or not I am not in a position to say. I cannot find any report which would warrant me in coming to any conclusion, whether the amount would be exceeded or reached. That would make the proportion of money to be paid for the Government lines to be handed over to the Syndicate, and part of which are now handed over, $30,500,000, which would be at the rate of $40,470 per mile, the distance being 428½ miles (as I learn from the last report of the Minister of Railways) between Port Arthur and Winnipeg, and 215 miles between Kamloops and Port Moody—in all 643½ miles. I do not know whether that includes the Pembina branch. Now it would have been rather interesting to inquire—and I think Parliament might fairly have claimed to be possessed of the information before being called upon to decide questions of this character—whether the Company had, at all events, built the road with the same economy that the Government had shown. At the time that this subject was under debate it was assumed by my hon. friend, the leader of the Government in this House, that the whole work would cost about $78,000,000. There had been various calculations at that time, but we had settled down to seventy or eighty millions of dollars. We had some experience by which we could arrive at a sound conclusion. We knew pretty well what it was costing the Government to build the line between Prince Arthur's Landing and Winnipeg and the cost of construction west of Winnipeg. In the Speech from the Throne, Parliament and the people of Canada were congratulated on the fact that 267 miles, I think it was, of the transcontinental railway was being completed at that time. There were 100 miles in operation to Portage La Prairie, or somewhere about there, and a contract had been given for another 100. Here we had, then, from the data the Government were possessed of, pretty accurate information to warrant us in forming at all events an estimate of what the work ought fairly to cost, and it was put down at about $78,000,000. Now if you take from that amount what we know the Government have spent, it would leave for the company on the line proper only $48,000,000. It may be, and I think it is quite likely, that the estimate of $78,000,000 was too low; I think the cost of the prairie section has exceeded what any of us at that time anticipated. I think the Company have found that to be the case, and possibly the Government might have found it so too; still it could not be very much in excess of the figures that were then given us. Now, as a basis of credit for this Company on which to finance, if the enterprise is a sound one, what would that give them? We know now pretty well what their lands were worth. It was announced officially in another place that the lands already sold had realized $2.36 per acre. It is to be presumed that the balance of the lands are at least worth that amount, as the railway is built.

HON. SIR ALEX. CAMPBELL—They are our security.

HON. MR. SCOTT—It is rather a queer way of finding security for a loan; we first give them the lands, then advance a loan and take the lands that we have given them as security for the loan. It is different from an ordinary transaction between business men.

HON. MR. PLUMB—If the land is whrth $2.36 per acre it is so much security, it does not matter where it comes from.

HON. MR. SCOTT—It brings it back to the paradoxical position that we are advancing the land and then giving the Company money and taking the land as security. We are giving them the land and paying for the railway in addition. I want to show the business basis that this has assumed; I want to know whether the Company could have obtained the necessary capital by making reasonable efforts itself, whether by mortgaging its property this Company, if it has financial strength—and I am not disposed to belittle its financial condition—could have proceeded without obtaining this aid from Parliament. I do not agree that it would injure its financial position. I want to shew that on the basis established for us by the Government, this Company ought to have been able to borrow money,

as any other corporation could, without appealing again to Parliament. We give them all the completed railway, and when the Onderdonk contract in British Columbia is finished the completed road will be worth $30,000,000, a portion of which, at all events, will certainly always be a paying line—that between Port Arthur and Winnipeg. Then on the basis of land sold, it is fair to presume—looking to the sales in the past—the aid would mean some $84,000,000—making in all $114,000,000. Now that is equal to a subsidy of $60,000 per mile on the whole mileage which they have to construct—the distance having been given in the last report of the Minister of Railways as 1900 miles. Truly a pretty liberal subsidy.

HON. MR. PLUMB—Good security for the loan, evidently.

HON. MR. SCOTT—I am not questioning it on that ground, but I say, and I think with truth, and great propriety, that it is a very unusual transaction. My hon. friend who preceded me dealt very directly on the excellent security we are getting, but it is a very peculiar kind of transaction when you give public property first, and then take it back in security from a party, in order to give him a further amount.

HON. MR. MACPHERSON—No, they have created valuable property.

HON. MR. SCOTT—The amount of increased value upon the sum loaned would not be very much, because I think I have given figures that are beyond question to shew that a very considerable amount of the twenty odd millions of dollars, which it is alleged the Company expended, went into lines not contemplated at the time the Company got its charter, either for branch lines in the North-West or roads west of Callandar, to Montreal. I do not mean to say that such lines are not security for what may be advanced, although they are already, to some extent, pledged—I do not know to what extent, but I question if there is a very considerable margin upon them. I am not now calling in question the security, but I maintain that the excess over and above the subsidies contributed by the people of Canada has been expended to a very great extent in lines that were never contemplated at the time this charter was obtained. My hon. friend also laid very great stress upon the advantages of the early completion of this road, and on taking the record which is presented to us in this Bill, we read as follows:—

"And whereas it is expedient, in furtherance of the early settlement of the North-West Territories and of the completion of transcontinental communication by railway through Canada, that the early completion of the said railway should be ensured: Therefore Her Majesty, etc., etc."

First one million dollars was deposited as security under the original charter, then an advance of seven millions in order to meet the interest on the outstanding stock of the Company, and finally a loan of twenty-two and a-half millions, is what we have given this Company, in consideration of their building the road within two years from May next, and our reasons for making that large sacrifice are that we believe it is going to further the early settlement of the North-West Territories. Now, I suppose if I call that in question, my hon. friend opposite will say it is unpatriotic. I know that such charges are made against gentlemen who are in sympathy with me in many ways, and it has been stated that it is highly improper for public men to criticize in a way that is disagreeable to others, or to call in question the early settlement of the North-West under the present management. To do so is to expose oneself to be called unpatriotic, but I myself fail to recognize the correctness of such a charge.

HON. SIR ALEX. CAMPBELL—I do not think that was called unpatriotic. It was the decrying of the country and saying that it was not fit for settlement, or half so good as Dakota—that was considered unpatriotic.

HON. MR. SCOTT—I challenge the hon. gentleman to lay his hand upon any speech made by any leading member of the Liberal party, in which he drew an unfavorable comparison of the land of the North-West—in which he described it as being an unsuitable place for the emigrant, as compared with land elsewhere. They have made the statement, over and over

again, that emigrants were attracted to the United States in consequence of the land laws existing in the North-West, and of the monopoly rates enjoyed by the Canadian Pacific Railway, as well as because of any other grievances under which the people labored there—but I challenge the hon. gentleman to produce one word, either spoken or written, by any leading member of the Liberal party, which in any way detracts from the value of the land in the North-West as a suitable home for the immigrant.

HON. SIR ALEX. CAMPBELL—I think it can be found.

HON. MR. SCOTT—I think it is perfectly proper criticism, if the Liberal party believe either that the lands in that country are not well administered, or that there are circumstances inimical—from their standpoint at all events—to the settlement of that country, or that there are objectionable clauses in the charter of the Canadian Pacific Railway—it is perfectly proper for them to call attention to such facts and to critcize the policy of the Government. But in this age of know ledge, I was surprised to hear my hon. friend say, on one or two occasions, what, in effect, meant that sedition could be sown in a country where grounds for sedition did not already exist. It is a new doctrine that you can drive any Province or any people into rebellion, who are not suffering any substantial wrongs. Our people are not to be hoodwinked ; it is a reading, thinking age, no matter what clap-trap spouters or platform orators may say, and the people are not likely to be attracted from their household gods, for political or other purposes. Unless there are substantial causes for complaint you may rely upon it there will be no trouble in the North-West ; I for one do not expect it, but I am now saying that I think it highly improper that argument of that kind should be met with the statement that such criticism is sowing discontent in that country. We could not sow discontent if the people there are contented ; it is our interest to make them contented, and no effort should be spared to attain that end. But the argument used in this Bill is that this aid should be given because it will tend to further immigration. Now, I do not at all agree with the conclusion herein set forth, that the construction of the line on the north side of Lake Superior, at the present moment, is going to further immigration into the North-West. With reference to immigrants going into Manitoba, or into the country north and south along the line of the Canadian Pacific Railway, within that period of the year during which immigrants come to Canada, it cannot be denied that the North-West is just as accessible to-day as it will be when there is an all-rail route, two or three years hence, north of Lake Superior. Every hon. gentlemen knows that it is quite as convenient to reach that country via Lake Superior, by the route which was suggested as much as ten years ago, namely, by the completion of a short line to Sault St. Marie and then by placing steamers on the great Lake between Sault St. Marie and Prince Arthur's Landing. Now that we have the railway from Port Arthur to Winnipeg, the North-West is as accessible as it ever will be, and immigrants as a rule will prefer to go from Sault St. Marie to Port Arthur by water ; it is only 18 hours across by steamer. We know very well that the season of the year when immigrants come to this country is during that period when the Lake is open, as no one expects settlers to come to this country before the month of May. It would be unwise to induce them to do otherwise, and we know that a large amount of suffering has often been caused by those who have reached our shores too early in the year, when the ground is covered with snow and the soil so frozen that it could not be worked, and when often they were unable to get proper shelter. We also know that after the month of November it would be wrong and injudicious to induce settlers to go into the North-West, and therefore it is only within those six months when the North-West is accessible by water as well as by rail, that it is prudent to place immigrants there.

HON MR. PLUMB—I would like to know if the hon. gentleman can give us the number of immigrants who go out by Lake Superior.

HON. MR. SCOTT—My experience of immigrants is this, that an intending settler knows where he is going when he

leaves the old world; that his mind is made up. Certainly not five per cent. of them come to this country uninformed or undecided as to where their final location is to be. This question of immigration is a very peculiar one, and the conclusion which I have personally reached is that the best immigration agent is the satisfied settler; wherever a few men settle down, whether they are from Scandinavia, Ireland, Scotland, Norway, Russia, or whatever country it may be, if you get a dozen families settled in one place just watch the growth of that settlement and you find it grows from the vicinity from which the original settlers were drawn from the old world. They are the true immigration agents, and their efforts will always be more successful than those put forth by companies or by the Government. We ourselves have spent during the last year, as I noticed in the evidence given by Mr. Lowe a few days ago, nearly half a million of dollars, and we know very well that we do not get anything like a proper return for it, although there are active agencies started in all directions; therefore, I say, the very best agents are those settlers who have previously gone into our country, who are satisfied with the land and the laws, as well as with their general surroundings. They will certainly attract others from the localities which they have left, and will do more towards peopling the North-West than any paid hireling the country may send abroad to advocate our interests. I do not know whether the United States have ever adopted the policy of employing agents abroad for the purpose of attracting immigrants to the new world; for many years past, at all events, they have not employed such agents, but have trusted simply to the good opinion and efforts of the people who have settled in their country, to attract others from the various parts of the old world from which those settlers originally came.

HON. MR. PLUMB—Every great railway has dozens and hundreds of agents in the Old World.

HON. MR. SCOTT—I am quite aware of the fact, and the hon. gentleman conveys nothing new when he makes that statement. In connection with the Canadian Pacific Railway I said that the leader of the Government, in introducing this Bill, told us that through this Company we were to get one hundred thousand people a year into the North-West, but that prophecy has not been fulfilled, although we have supplemented their efforts very largely. The fact is that the number has only been about one-fourth of what was then anticipated, and therefore I think I am quite justified in saying that the placing of this loan to the Canadian Pacific Railway Company on that ground, is unjustifiable and delusive. We have an all-rail route from Port Arthur, and that point is accessible by water during all those months in the year when it is wise or judicious to invite immigrants to come into the North-West. Then, again, some importance has been given to the assertion that the early completion of the road will be of a great service, inasmuch as it will afford us a transcontinental line from ocean to ocean. This is rather a tender point, and I do not want to be discursive or to enlarge upon it, though I have my own individual views upon the question. They may not be correct, and I do not desire to lay them before the House, because I may be taunted with saying what was not warranted, and with utterances which were unpatriotic and disloyal to the country. I myself have always regarded this railway as valuable to Canada in the way of a colonization road, and I quite agreed with Sir Charles Tupper when he laid down his policy, in 1880, that the true line to take was to build the road as fast as imigration went into the North-West. As regards an all-rail route between the two oceans, I have simply to point to the existing railways in the United States. We know that there are now three of them, and we know what their through traffic is, and the amount of trade they bring from India, China and Japan. One of them, the Union Pacific Railway traverses the State of California, and has for an outlet the large city of San Francisco, with considerable trade, and some through traffic; but let me ask you what is the throught traffic of the Northern Pacific Railway, or the Central Pacific? I shall be glad to know that there is traffic of a through nature for the Canadian Pacific Railway, but I am inclined to believe that

our through traffic will be from the people who will settle in the North-West, on the lands that will attract settlers along the line of the Canadian Pacific Railway and its branches. I hope our friends in British Columbia have lands that will attract settlers; no doubt they have, but whether they have valuable lands to that extent that will make it of sufficient importance to spend $8,000,000 or $10,000,000 on the railway is another matter that we will not now discuss.

It is urged by my hon. friend that by the passage of this measure we avert a crisis. If the building of the Canadian Pacific Railway is the last resource for the people of Canada, and we are to live upon the expenditure of the money that the Government is to dole out to them, then I am sorry for the country. I am afraid that after the money is expended the crisis will arise all the same. If it is only averted by these means, it is averted only for two years, and, under the circumstances, for a depression at the end of that period. It might be embarrassing to some parties in the North-West who are loaded either with goods or lands, or with stocks of some kind or other that they expect to inflate by the early completion of this railway, but I do not think that to the body of the great people of Canada it would have such dire consequences as the hon. gentleman has foreshadowed if Parliament refused to adopt this measure. This money is going to be spent a considerable distance from the older Provinces. It is not going to be expended within the radius of Quebec or the Lower Provinces, and certainly it will be a long way from the business portion of Ontario, and I certainly think the effect would not be as disastrous to the business portions of the country as the leader of the Government foreshadowed. Might it not have been better, if I am correct in the view that it is not going to further immigration to the extent anticipated, to postpone the building of the road around Lake Superior? It is admitted that it is a very expensive portion of the line. At the time the Act of 1881 was under consideration the Opposition pointed out that the Government were not fairly apportioning the money as between the prairie section and the mountain sections of the railway; that the prairie section was receiving a larger proportion than it should receive, and that the Company would naturally build the portion for which they got the largest compensation; but the reply of the Government was that the prairie section and the mountain section would be pushed on *pari passu*, but we find that the Government have had to force the Company to build that portion round Lake Superior.

HON. SIR ALEX. CAMPBELL—They are quite ready to do so.

HON. MR. SCOTT—I think I saw an official statement, and I think I saw a letter from the Minister to the Company, a little over a year ago, intimating that progress was not being made as rapidly north of Lake Superior as it was on the prairie, and we know as a fact that it was only eight or ten months ago that work was commenced north of Lake Superior.

HON. MR. MACPHERSON — The Company attach the greatest possible value to that portion of the line, and there are 8,000 or 9,000 men working there at present.

HON. MR. SCOTT—The hon. gentleman will not pretend to say that the force was put on at once. It was put on there a year or two after the force west of Winnipeg had been at work. It is only a year ago that they commenced construction east of Port Arthur.

HON. MR. MACPHERSON — My answer to that is, that the force was put on as soon as the line was located, and I believe that every effort was made to locate the line rapidly.

HON. MR. SCOTT—I think I state what is a fact when I say that it is only a year ago since the line north of Lake Superior was commenced; that the Government called the attention of the Company to the fact that they were not proceeding with the line north of Lake Superior, and I think there is an official letter in existence to that effect, if the hon. gentleman will look it up.

HON. MR. MACPHERSON—I do not recollect that letter.

HON. MR. SCOTT—It will be a departmental letter from the Department of Railways calling the attention of the Company to the fact that they were not proceeding with the work north of Lake Superior. Now, if that distance, about 400 miles (assuming that they will build to Sault St. Marie) and the portion in British Columbia beyond the approach to the Rocky Mountains—the two portions making in round numbers about 600 miles—had been postponed, we would not probably have been called upon to render this extraordinary assistance to the Company. It would have enabled the Company to postpone the building of these two sections which, to say the least of it, will not be profitable for some years to come, and would save this country the payment of a considerable amount of interest. We are adding, no doubt, to our public debt very largely. Apart from what we have already given, in the next two years we will have advanced to that Company a sum in the neighborhood of $44,000,000, including what we paid for the British Columbia road—a very considerable sum for a people of four millions to undertake to add to their indebtedness in this hasty and extraordinary manner.

Now, on principle, I think that loans of this kind are wrong, and the experience of Canada in making similar loans has not been a happy one. The question naturally arises: is this loan to be repaid, or is it to drift into a gift? That is a question which will, no doubt, be discussed a few years hence. I have no doubt my hon. friend will say with all sincerity that it is preposterous to discuss such a contingency, and will tell us that the Company would not urge for a moment that, the Government having advanced $22,500,000 to secure the completion of this road in two years less time than the Company agreed on, they ought to be relieved from paying this money back. My hon. friend knows very well, however, that other companies under similar circumstances have appealed to the Government in the same way, and they have been relieved to a considerable extent. The Canadian Pacific Railway Company are forced into doing certain things under the provisions of this Bill. They are forced to complete this road within two years and a half, whether the times are favorable or unfavorable, and we know that where a company has no choice—when the work has to be done—that the question of wages is not an element that they have any right to consider—they must do it, and then you form a very substantial basis for the Company to come to Parliament in after years and ask to be relieved of the whole or part of this loan. What has been our experience in granting loans to railways? In my memory there are three notable cases. There is the Grand Trunk, for instance; we loaned that company towards the building of the line, $15,000,000. We were extremely careful to take security; we took a lien on the road; we were extremely careful to provide that they should pay interest at six per cent. In this instance we only ask five per cent. As a matter of book-keeping we have gone on year after year keeping this account in the public offices, charging the Grand Trunk Railway every six months with a half year's interest on their indebtedness. Will anyone presume to say that that six months' interest has ever been paid, or that it ever will be paid? It has gone on year after year until the accumulated interest is now in the neighborhood of $10,000,000. We know that the Grand Trunk Railway Company came to Parliament and they asked to have this lien set aside, because they wished to issue some preference bonds, and the Parliament of Canada quite naturally said they would allow their lien to stand aside in the interest of the road. And the company came again, and again, and asked us to allow our lien to stand aside in order to issue further bonds, and it has gone on in that way until it is hard to say now what our lien is worth.

HON. MR. MACPHERSON — The Grand Trunk Railway Company is liable for the amount.

HON. MR. SCOTT—Yes they are liable for the amonnt, but it does not trouble the subsequent shareholders—the preference bond-holders—in the slightest degree. The hon. gentleman will not pretend to say that we could now intervene and place our security where it was originally? He knows that it is out of the question, because Parliament has deliberately said that it would allow

our security to stand aside on three different occasions.

HON. MR. MACPHERSON—Not if the Grand Trunk Railway fulfilled the conditions on which our lien was postponed.

HON. MR. SCOTT—We all know very well that we do not pretend to ask the Grand Trunk Railway to pay up its indebtedness to Parliament. The debt is too old now; if it was between private individuals, it would be in law what is called "barred by the statute of limitation."

HON. MR. MACPHERSON—It is not "barred" in this case.

HON. MR. SCOTT—We have taken great precaution on several occasions to have that debt inserted in the Statutes to keep it alive, but does anyone here for one moment pretend to say that we are going to call upon the Grand Trunk Railway Company to pay that indebtedness? Are we going to punish the men who have come innocently into the Grand Trunk Railway, wholly innocent of the fact that this lien was on the road? No, the Parliament of Canada has forfeited its lien in all justice and in all equity. We have got more than its equivalent out of the Grand Trunk, and it would be unjust and unreasonable to say that we should now intervene after the long period that has elapsed, and after allowing others to come in with preference mortgages. I do not know how often Parliament has been appealed to to allow our lien to stand aside, and we did stand aside, and until this controversy sprung up we had forgotten all about the fact that we held such a lien until it was turned up in the Public Accounts the other day as a sort of curiosity.

HON. MR. MACPHERSON—The Grand Trunk Railway Company wished to have it cancelled, but the Government refused and Parliament refused to allow it to be cancelled

HON. MR. SCOTT—No Government will ever enforce it at all events. Then we advanced money to the Great Western Railway Company at a time when that property was about the best paying railway property in the country.

HON. SIR ALEX. CAMPBELL—They paid their compromise.

HON. MR. SCOTT—The Great Western Railway Company did not pay us up in full; they paid a part, and we relieved them of the balance.

HON. MR. PLUMB—Who got the debt reduced?

HON. MR. SCOTT—I think that when the Mackenzie Government came in, in 1874, they took a common sense view of it, just as I would take a common sense view of the Grand Trunk Railway Company debt. If I were in the Government to-morrow I would not hesitate for one moment to say wipe out that debt, and when I was in the Government I accepted the compromise from the Great Western Railway Company. They had not been paying the interest on their debt to the country for years and years, and it was idle to keep the account open. When the Great Western Railway was built it was built as a connection of the New York Central, and it was during those times when it had the traffic across the western peninsula of Ontario, of the New York Central and Michigan Central Railways that it was a good paying property.

HON. MR. PLUMB—And that was the time you reduced the debt.

HON. MR. SCOTT—I know the hon. gentleman feels very strangely on this question but I hope he will allow me to make my statement. I say we interfered with that traffic, when we compelled the Great Western Railway to make a broad gauge road. The New York Central used the narrow gauge and the Great Western very fairly and very strongly urged that their principal connections were with the United States, and it seemed hard that we should insist on their adopting a broad gauge. When the Grand Trunk Railway was constructed we did not want to use the American gauge; we wanted an independent line, a purely Canadian line for the Canadian people, and to secure that we made the Great Western adopt a gauge that did not suit their connections on the other side, and therefore the Great Western had some

show for consideration, and we did relieve that Company from a question of interest purely.

Then there was the Northern Railway. I think we could set forth our policy of making the Northern Railway pay their debt, against our policy of relieving the Great Western Railway Company of a certain portion of their debt. The policy of the Government in former years was to let the Northern Railway alone. We know that that road was earning handsome dividends, and that the security the Government had in the Northern Railway was a good one; and we know that the Government deliberately wasted money year after year in order that that Company should not pay the interest due to us.

HON. MR. MACPHERSON—It was the Government of the hon. gentleman that relieved them from it.

HON. MR. SCOTT—The Northern Railway Company believed that the time had come when they could set the Government of this country at defiance; when they could put their surplus earnings into political pools and interfere in elections and contribute east and west towards electing friends of the present Administration and retaining them in power.

HON. SIR ALEX. CAMPBELL—Never, never!

HON. MR. SMITH—Never, never!

HOR. MR. SCOTT—We remember the story of the Northern Railway Cow. I think I recollect a speech made by a representative from Toronto, a gentleman who holds a pretty distinguished position just now; they might turn to that speech and become extremely emboldened as to what they might do with their surplus.

HON. SIR ALEX. CAMPBELL—All those stories are phantoms of the imagination.

HON. MR. SCOTT—They are facts, and my hon. friend's memory will recall some of them. I refer to them now because they are germane to this subject. It is rather singular that in the experience we had in old Canada of advances made to railways, there is not one instance in which a company ever paid back the money loaned it, and if anything was ever paid on account of the loan it was not until after many years had elapsed. They would all have been left in undisturbed possession of those advances if they had not, as in the case of the Northern, expended their money in constructing handsome stations, &c., and contributing money to election funds to assist one of the political parties of the country.

HON. MR. SMITH—No such thing.

HON. MR. SCOTT—Had they expended their money in extending their line northward towards Nipissing, I am quite sure that the preceding Government would never have called attention to it. Had they refrained from making contributions to election funds, and wasting their money in various other ways that I will not advert to, they would not have been disturbed.

HON. MR. SMITH—It is not so.

HON. MR. SCOTT—Their attention would not have been called to the fact that they were in arrear, and they would not have been compelled to pay up as they were required to do, not all, only a fraction, of what was due—something under half a million of dollars.

HON. MR. SMITH—It was a great deal more than that.

HON. MR. SCOTT—Perhaps it was three quarters of a million, but it was nothing like what they owed. Now, those are the three instances in which the Government of this country loaned money to railways. Hon. gentlemen, at all events, whatever their opinions may be as to the policy which should be pursued in dealing with those companies, must come to the conclusion that it has not been a paying investment, from a money point of view. I do not for one moment mean to say that those railways have not been more or less beneficial to Canada, or that if they had got more than they received it would have been too much. I feel that the people on the other side of the Atlantic who invested their moneys here, and who lost, as they did, in the Grand

Trunk Railway and Great Western Railway, particularly, were at all times entitled to every consideration that we could extend to them. The people of Canada derived their wealth and prosperity from the construction of those railways, while those who originally put their money into them lost nearly all their investments. The original proprietors of those roads who continued to hold their stock until it became greatly depreciated, lost all their means, and we have been the gainers. Therefore, I always feel that we could not deal too tenderly with those two railway companies. The Northern is in very much the same position, but it was paying its bond-holders. Its stock-holders were largely in this country, in the counties of York and Simcoe; for them I had very little sympathy, because local donations to railways have never been in excess of what was liberal, not to say generous; but hon. gentlemen will see that, as a paying investment, temporary assistance to railways, in the way of advances, has not been what one would call a success. Now, in conferring this great favor on the Company, it did seem to me that it would have been a very opportune moment for the Government of this country to ask the Company to release some, at all events, of the exclusive privileges which they enjoy in reference to railway building in the North-West. We know very well—there is no use in denying it—that there is a good deal of dissatisfaction as to the disallowance of railway charters granted by provincial authorities. My hon. friend is taking a note of it; I will be glad to hear that I have been misinformed. I shall be glad to hear that the people there rejoice that the Canadian Pacific Railway Company have the exclusive right to build branches leading in a certain direction—that it is not open to them to build railways to connect with lines in the United States. I say it would have been a very favorable opportunity for the Government to induce the Company to make at least some concession: I do not say how far that concession should go. I would not say that it should go the full length of what, perhaps, at the moment is demanded, but it would in some degree have relieved us from the evident dissatisfaction that now prevails in a very considerable portion of Manitoba and the North-West in regard to local railway charters; and here, before sitting down, I am forced to call attention to a very singular circumstance that has taken place in connection with this legislation. It seems that a very considerable number of the representatives of this country did not believe that this thing ought to be done *per se*; that it had not those substantial merits of its own that recommended it sufficiently to the people's representatives to warrant Parliament granting the aid they asked, and so the opportunity was taken to force from the federal powers concessions of another character for altogether independent and different objects. Hon. gentlemen know very well to what I am adverting; it is a matter of public notoriety that the occasion was seized with a view to compelling the Government to recognize claims of an entirely different character, having no connection with the railway, and so the Government of this country has been compelled—if public rumor speaks truly, and certainly the action took place and the rumor spread all over the country and confirms one in the belief that the Government were coerced to give better terms to one Province of the Dominion. Hon. gentlemen shake their heads, but I think subsequent events will probably prove that I am speaking quite within what is correct. It is, all events, notorious that a very considerable number—between thirty and forty members of Parliament—held what is called an independent parliament outside of the Legislature; that there they named their terms and declined to give their votes unless those terms were acceded to, and in the great straits to which the Government were driven, they acceded to those terms. It is most unfortunate that a question of this kind should be dragged into one of such national importance. If any one Province has a fair grievance, I think Parliament has always been ready to deal with the case on its merits. We have granted better terms to two Provinces: Manitoba and Nova Scotia; possibly there are other Provinces which at the moment escape my attention, but when matters of that kind have been brought before Parliament, Governments have been sustained in doing what is fair and just, and it is quite likely that the Province to which I am alluding has a just claim to consideration. There

is no doubt that the Province embarrassed itself very considerably by the building of a railway that is now looked upon as a part of the transcontinental line, and to that extent it might be a fair matter for consideration, but certainly it was not seemly or proper that the occasion of this measure being before Parliament should be taken to put what is vulgarly called "the screws" on the Government, and to force them to come to such terms as the Province considered itself entitled to. I think it is highly demoralizing in its effect. In the British House of Commons the other day, when Sir Stafford Northcote moved a want of confidence resolution, the Irish Nationalists stood aloof, undecided how it would go at one time, and when it was believed that if they voted against the Government it would be defeated. It was no secret at that time that Gladstone was preparing a measure for extending the franchise in Ireland, but would Gladstone for a moment have listened to Mr. Parnell if he had demanded certain concessions as the price of his support, even if the fate of the ministry depended on the result of the vote? No, never. Such a thing would not be thought of or dreamed of for a moment. It would be frowned down by both the leading political parties in England, and therefore I say it is unfortunate, in the passage of this Bill, whether it has merits or not, whether it ought to be recommended to the Parliament of Canada by the reasons urged on its behalf, and the arguments advanced by its promoters—I say it is unfortunate and unseemly that the occasion should be taken advantage of, and the Government of the day should have practically agreed to increase very largely the burdens of the people of this country, as the price of the support of some of its followers—that they should have been willing, while increasing the public debt of the Dominion by some $30,000,000, to add another ten or twelve millions, or whatever the figure may be, in order that a certain obstinate section of their supporters (obstinate in the sense they were not willing to support the Bill on its merits) should be persuaded to vote for the measure.

HON. SIR ALEX. CAMPBELL—I must contradict the hon. gentleman: no such agreement has been proposed or suggested to the Ministry by any portion of their supporters in Parliament.

HON. MR. SCOTT—I accept the hon. gentleman's statement, but I gave my authority—the public prints and the public rumors.

HON. MR. POWER—The Minister of Railways stated it himself in the House of Commons.

HON. MR. SCOTT—It is notorious that a considerable portion of the hon. gentleman's supporters kept out until a short time before the vote was taken, that then the word went round that their terms were acceded to, and then the gentlemen entered the Chamber in the very best possible humor and voted cheerfully for the Bill. For the reasons I have given I shall vote against the proposition of the Government.

At six o'clock the Speaker left the Chair.

After Recess.

HON. MR. MACPHERSON resumed the debate. He said:—My hon. friend from Ottawa expressed his regret that the construction of the Canadian Pacific Railway was not continued as a Government work. There was a time, hon. gentlemen, when I held that view with respect to this railway, when I thought it ought to be a public work, and carried on very much in the manner described by my hon. friend this afternoon. But the time for that has passed, did pass before this contract was entered into. The Government of which my hon. friend was a leading member, entered upon the construction of the Canadian Pacific Railway as a Government work, it is true, but scarcely as a railway, entirely, for they proposed to carry it on in sections or divisions—portions of it railway, and portions of it what were called water stretches. That system, in my opinion, was not approved by the country, and the administration which succeeded that of which my hon. friend was a member, thought it more expedient and more in the interests of the

country to do what has been done—that is, after continuing the system of constructing it as a Government railway for a short time, they entered into a contract for the construction of the whole line to the Pacific. The present Government constructed about one hundred miles of the railway on the prairies, but it was found that carrying it on as a Government railway was unsatisfactory, that it would be a long time before important progress was made, and that no matter what plan was adopted very serious opposition would be urged against it; that the work would be checked from time to time, and finally that it would prove unsatisfactory, as well as costly, to the country. In consequence of the adoption of that view, the present Government were determined to enter into a contract for the work, and finally, with the assent of Parliament, they made a contract with the present Company. The time fixed for the completion of the line was ten years from the date of the contract—that is, it was to have been completed from Callandar to the Pacific in 1891. Work on the line has since been pressed with unexampled rapidity; extraordinary energy has been displayed in pushing it forward, and everything which capital and human energy could command has been put forth to hasten the construction of the Canadian Pacific Railway, the work being executed in a very superior manner. I have not seen the railway myself, though I hope to do so this year, but those who have seen it west of Winnipeg, speak of it in the highest terms, and say there is no transcontinental railway—or, I believe, any other railway—more substantially built and more thoroughly equipped than the Canadian Pacific Railway. My hon. friend from Ottawa reminded the House that, three years ago, when the contract was entered into, the resources and great capital of the Company—or Syndicate, as it was then called—which undertook the construction of this railway, were represented as giving ample guarantee of their ability to complete the work, and I think that hon. gentleman as well as my hon. friend the Minister of Justice, submitted to the House to-day facts which prove that those representations, by whoever made were fully justified; for probably no Company—certainly no Company in Canada, and very few in any part of the world—ever took a contract who were so competent to carry out what they undertook, as the Canadian Pacific Railway Company. My hon. friend said, "who would have thought, three years ago, that three years from that time this Company would be knocking at our door for additional aid?" But I ask if that hon. gentleman thought, three years ago, that a locomotive would be running to-day to the crest of the Rocky Mountains, or would any one have believed it possible that the railway could by this time have been completed from Prince Arthur's Landing to the Rocky Mountains? Who would have believed that a large amount of work would have been accomplished on the North shore of Lake Superior? I am quite sure my hon. friend did not dream of anything of the kind, because—if my memory does not deceive me—he stated in this House that all the resources of the Canadian Government, with all those of the British Government added—or some unqualified statement of that kind—could not construct the Canadian Pacific Railway in forty years.

HON. MR. SCOTT—I never took that extravagant view.

HON. MR. MACPHERSON—I believe the hon. gentleman did say something like that, but if he says he did not, of course I accept it, but I think if he will refer to Hansard—

HON. MR. SCOTT—You will not find it in Hansard, I am quite sure. I said once, on a platform, some twelve years ago, when addressing some political meeting here, that I thought it would probably be 40 years; I have heard that quoted very often since, but that was a figurative expression, at a political meeting, where great latitude is allowed.

HON. MR. MACPHERSON—My re collection is that the hon. gentleman did say on some occasion that it could not be completed within 40 years. I shall not go over all the ground traversed by the Min ister of Justice this afternoon, but shal confine myself to the expenditure upon the main line and the branches. The Company have expended the sum of $3,-759,793 on branches west of Callandar,

and as these branches are in Manitoba and the North-West, they are just as valuable in opening up that country as the main line itself; they open up new belts of territory for settlement, and enable settlers to bring their produce to market at a moderate cost, and to get full value for it. So that the Company ought to get credit for the expenditure upon those branches just as much as if they had been required to expend the amount under the contract. The expenditure on the main line and branches west of Callandar is $49,299,097, and included in that are the following items, viz.: rolling stock, $6,130,792; materials, rails, etc., ready for use this spring, $4,025,604; five per cent. dividend on stock, which they are authorised by the contract to pay, $2,128,000; and the deposit with the Government to guarantee the payment of interest upon stock $8,710,240;—I have not given the smaller sums, but that expenditure amounts to $49,299,097.

HON. MR. POWER—Will the hon. gentleman be kind enough to give the item for construction of the road west of Callandar—I did not catch it?

HON. MR. SCOTT—The Minister of Railways gave $54,750,000 as the figures from Montreal to Kamloops, and I think they are the same figures as quoted here by the leader of the Government, this afternoon.

HON. MR. MACPHERSON—I want to show what has been expended upon the main line and its branches, upon rolling stock and other things that belong strictly to the main line and its branches, and then to shew what the Company received in the way of subsidies and other means from Canada.

HON. MR. SCOTT—That will be from Callandar westward?

HON. MR. MACPHERSON—Yes.

HON. MR. POWER—I did not catch the figures the hon. Minister gave for the actual construction of road on the main line, west of Callandar.

HON. MR. MACPHERSON—If the hon. gentleman wants me to be minute, I shall have to give him all the items, but if he will allow me I will state only the gross sum expended on the main line and on the branches west, in all $49,299,097. I shall now shew what the Canadian Pacific Railway Company has received from the Dominion: it has received in cash subsidy $12,289,212, from the proceeds of sales of land bonds $9,029,012, and from the proceeds of sales of town sites $477,775; while its net revenue for traffic has been $891,875, making in all $22,687,874 of receipts, against an expenditure of $49,299,097. Now that shews that the amount supplied by the Company was $27,000,000 or upwards, and I think that exhibit justifies all, and more than all, that was said here in 1881 about the resources of the Company. From the means which they were able to bring into their business, they appear to have expended some twenty-seven millions of dollars more upon the main line and branches, including rolling stock and other items which I have named, than they received from the Dominion of Canada. And I think that in view of that fact, it is really not necessary or fair to criticise very severely what the Canadian Pacific Railway Company expended outside of the amount spent upon the Canadian Pacific Railway and its branches. If they had means of their own—and the statement I have just read shews that whatever was expended outside of the Canadian Pacific Railway was expended from their own means—if they did not expend their subsidies or means derived from the Government of the Dominion, I think it is not generous of us to complain. They do not stand in the position of simple railway contractors, but are great capitalists, carrying on a great enterprise,—owning the railway and looking forward to the great trade which will be created to feed the road; and if they, with great far-sightedness, see fit to secure, at this early stage of their progress, important and valuable connections outside of the Canadian Pacific Railway—using only their own means—their action should not be met with unfriendly criticism on our part.

I believe, hon. gentlemen, that those connections will be of great value to the country if they secure, as they undoubt-

edly will, competition for the trade of the great productive Provinces of Ontario and Quebec. I think they will be of great value to this Dominion, and that instead of it being a subject of complaint against the Company that they expended money in securing connections, they might fairly do what they have not done, urge that their having done what they believed to be in the interests of the people of Canada as an additional reason why they should come with confidence to the Government and Parliament of Canada and ask for aid to complete their undertaking with extraordinary rapidity—much greater rapidity than their contract required. I have no hesitation in expressing it as my opinion that the Canadian Pacific Railway could never have stopped at Callandar. No great transcontinental railway could be dependent upon such a terminus, and upon a small railway running from Callandar to Ottawa, or even beyond Ottawa to Montreal; they must have their own connections; they must be able to carry their traffic through from sea to sea, and I have no hesitation in saying that I shall not consider the Canadian Pacific Railway to have been completed until it has an outlet at the sea. Montreal is, it may be held, at the sea; but there is another port, the port of Quebec, and I shall not consider the Canadian Pacific Railway complete until it reaches that port, for I hold that there is no place on this continent where the great trade of this country can be carried on as economically and as advantageously as at Quebec. Through no other port can it be carried as economically from the far West to Liverpool, having the transhipment take place at Quebec. The Canadian Pacific Railway Company may not even be content with that. They may want winter ports and connections with all the important seaports, and it is for the interest of Canada that they should have these connections.

HON. MR. ALMON—Are those ports to be in the Dominion of Canada, or do you allude to ports outside the Dominion of Canada?

HON. MR. MACPHERSON—I do not think the Canadian Pacific Railway can draw traffic from too many ports. I think its own interest and the interests of Canada require that that Company should do all that enterprise can do to bring to their road all the traffic that can be attracted to it.

Now, with respect to the early completion of the Railway, I confess that I consider that to be of very great importance. I consider it of special importance that the line north of Lake Superior should be completed. Until that is done our traffic is not secure to Canada. Had that section of the line been neglected, as I believe my hon. friend opposite (Mr. Scott) and the Government of which he was a member would have desired, then, necessarily the whole trade of the North-West must have gone by the American railways. The trade would have been diverted at Winnipeg—or west of Winnipeg possibly—and would have been carried by the United States railways to United States ports. That would have been inevitable if the line north of Lake Superior had been postponed for any considerable time; the traffic of the North-West would have become settled and fixed in grooves from which it would not have been easy to change it, and I have always held that if we are to have a railway the sooner we have the line north of Lake Superior the better, and I was never more firmly of that opinion than I am this night. The hon. gentleman spoke of what was expected from the Canadian Pacific Railway Company as emigration agents. Very much was expected of them; they have accomplished a great deal, and they will accomplish a great deal more. The very fact of our great railway being constructed has drawn attention to the Great North-West as a field for the people in Europe who are looking for new homes. It is quite true, unfortunately true, that the efforts of the Canadian Pacific Railway Company, as well as of the Government, have been to some extent frustrated by the misrepresentations that have been made of the country, partly, and I am sorry to say very largely, from within the country, and partly from without; we had to expect it from rivals; we had to expect that the United States would not allow the stream of navigation to be diverted from their country to ours without a struggle; but we did not expect that they would have received assistance from within this country. I re-

gret to say that they have received very great assistance.

HON. MR. SCOTT—No, no.

HON. MR. MACPHERSON — The hon. gentleman looks impatient, but my statement is susceptible of proof. I am not surprised that the hon. gentleman is disposed to disavow it, and is ashamed of it. He ought to be ashamed of it, when those who are opposing this Government see fit to decry the country—I was going to say shamelessly, and I do not see why I should not use the word—through the opposition press.

HON. MR. POWER—Produce the evidence of it.

HON. MR. MACPHERSON—We expected opposition from the United States, but we did not expect it from our own people. The hon. gentleman from Ottawa spoke of the great resources of this Company. I think the facts submitted to this House to-night prove that they were possessed of great resources, exceptionally great resources, but efforts were made to destroy them—efforts such as have rarely fallen to the lot of any other Company to contend with. The Northern Pacific Railway Company was another company who was subjected to similar treatment. The Northern Pacific Railway was the victim of brokers and rival railways, while the Canadian Pacific Railway Company has been the victim of railway companies and enemies whom I alluded to a moment ago. They had for their opponents all the railway companies south of the Lakes, and of their great Canadian rival north of the Lakes. So long as it was believed that the Canadian Pacific Railway was to be a railway simply running west of Red River —where I believe my hon. friend and his friends would have kept it—the railway companies of the United States were not inimical to it; on the contrary I dare say they would have lent it a helping hand, because so long as it confined itself to the country west of Red River, so long would it be a feeder of their lines; they did not object to it, and there was no opposition to it. Not a word was said against the Canadian Pacific Railway in the American press until late last summer when it became apparent to them that the line north of Lake Superior was to be built; then they saw that the traffic of the North-West would be carried past their railways, and past their seaports—carried by the Canadian Pacific Railway to Canadian ports, and shipped from those ports to Europe or elsewhere—not only to Europe but largely to the United States also. Those railway companies understood the formidable opposition which a railway owned by one company, from the Atlantic to the Pacific, would offer, a railway which would be independent, and which, before it reduced its tariff, would not have to apply to half a dozen companies in the United States, and ask them if they were willing to submit to a reduction of fares or tolls—whether they were willing to submit to a pooling on a different scale from that which might be in force; and when the American railway companies saw from the letter published by the President of the Canadian Pacific Railway, that that road intended to reduce its fares to one-half the rates of last year for emigrants from Quebec to Winnipeg this coming spring, they then saw what the power of the Pacific Railway would be, and the control it would have over the traffic going to and from the North-West, and not only that going to our own North-West, but that it would attract much of the traffic from the border States and Territories of the United States; that the fares would be lower, and the despatch greater than it could possibly be by the net-work of railways in the United States, which had to negotiate with each other, and pool with each other, and that while all this was being done the traffic would be taken by the Canadian Pacific Railway, and Canada would be enriched by it. That is the secret of the attacks unparalleled in their determination, and unsurpassed in their bitterness to destroy the Canadian Pacific Railway. Not only were the railway companies in New York busy endeavoring to destroy the Canadian Pacific Railway Company, but they did not confine themselves to New York, they had their agencies in Canada. They had men in Ottawa, Toronto and Winnipeg fabricating statements which were sent over the telegraph lines decrying the railway—state-

ments that did not contain a particle of truth, but fabricated with the deliberate and fiendish purpose of destroying the Canadian Pacific Railway Company, and injuring Canada; and had not Canada been at the back of the Canadian Pacific Railway Company, and had not our people felt that the completion of that road was essential to the best interests of the Dominion, the construction of the railway would have been stopped. I have no hesitation in making that statement, it would have been stopped, and what would have been the consequences to Canada? The hon. gentleman opposite says: is Canada dependent upon the Canadian Pacific Railway? No, Canada is not dependent upon the Canadian Pacific Railway, but the Canadian Pacific Railway is opening up a valuable portion of Canada—a portion which will draw supplies from the older portions of Canada to a great extent, and our manufacturers have made their calculations upon that market being opened to them. Upon the section of the line north of Lake Superior there are at this moment 9,000 laborers employed. On the British Columbia section under contract to Onderdonk & Co., there are 8,000 laborers employed: do you mean to say that the throwing out of employment of all these men would not be a serious matter to Canada?

HON. MR. SCOTT—That is the Government contract.

HON. MR. MACPHERSON—The 8,000 men there would not necessarily be thrown out of employment, it is true, but what would be the use of that section if the sections east of it were not to be completed to connect with it? The hon. gentleman said, or implied, that there was great unwillingness on the part of the Canadian Pacific Railway Company to proceed with the Lake Superior section. Now, I can only say I never heard of that; I never knew of it. On the contrary, I always understood, and always believed that the company were proceeding with the work just as fast as they could—not with construction until they had the line located, but they were proceeding with the location survey—and that the moment they had the survey completed so as to locate the line for a portion of the distance they went on with the construction, and what was read here to-day by the Minister of Justice proves that there is a portion completed between Port Arthur and Nipegon, sections at other points on the lake shore and between Callandar and the lake shore are under construction, showing that they are pressing forward the work at as many points as they possibly can. I know that the Company attached the greatest importance to the early completion of the Lake Superior section, and that without it they would attach little value to the rest of the railway.

HON. MR. SCOTT—I think the hon. gentleman will remember that two years ago, or later than that, the proposed policy was to construct the line to Sault St. Marie and then consider how a line from that point could be constructed to connect with the road from Prince Arthur's Landing westward. Certainly up to two years ago they had not commenced any part of the Lake Superior section.

HON. MR. MACPHERSON—The hon. gentleman is in error. The Company may have contemplated a line to the Sault. It is quite evident from what they have done that they contemplated many enterprises, but what I say is they never slackened in their exertions to complete the section north of Lake Superior at as early a date as possible. The Company had until 1891 to complete the railway, and they say they can do so by that time without assistance, but after what has been done would it be in the interest of Canada to allow that course to be pursued? I think not. I ask again what would be the effect of a stoppage of the work? The hon. gentleman ridicules the idea of a crisis. I think nothing could have a more paralyzing effect on all the interests of Canada than a suspension of the Canadian Pacific Railway. What would be the effect of that suspension abroad, in England, and on the Continent? Why, we are doing all we can to direct immigration, and boasting to Europe of the rapid construction of the Canadian Pacific Railway, and of the enormous territory that it is opening up. We have been surveying enormous areas of country so as to have them ready for settlers, and if it were suddenly cabled to Europe that the Canadian Pacific Railway

had collapsed, I should like to ask hon. gentleman what the effect of that intelligence would be upon Canada throughout the world?

HON. MR. SCOTT—There would be no collapse of the two thousand miles built.

HON. MR. MACPHERSON—The number of miles built would amount to little in estimation abroad if the remainder of the line were not to be built. If the Company that had been held up as a powerful and wealthy combination collapsed, I should like to know what the position of Canada would be throughout the world?

HON. MR. POWER—It would be better off.

HON. MR. MACPHERSON—There would be few among us—not excepting my hon. friend from Halifax—who would not hang their heads. I think I have shown that it is for the interest of Canada to enable the Canadian Pacific Railway Company to proceed with the construction of their road at the same rapid rate as heretofore, so as to secure its completion in two years. To enable them to do that they require a loan from the Dominion. The importance of enabling them to proceed vigorously with the work I think every hon. gentleman must feel and I know that the country at large believes in it most thoroughly, and heartily approves of the course which the Government has felt it its duty to pursue in the matter. It being essential for the interest of Canada that the Company should be able to complete the road without check, the only question which remained was whether the country was equal to the strain and whether the security to be given by the Company was sufficient and ample for the loan. I shall say nothing about the strain upon the country because there will be no strain, and with respect to the security I venture to say that it is ample. I cannot suppose that in the estimation of any man it is not sufficient. We get as security the whole railway, not simply the line which the Canadian Pacific Railway Company contracted to construct, that is the road from Callandar to connect with the Government railways and so make a complete line to the Pacific Ocean, but we also get the line from Callandar to Montreal. We get all that property as security, saving the amount due upon the line between Callandar and Montreal. We get as security the main line and its branches, from Montreal to the Pacific, including, of course, the portion built by the Government, and we also get as security twenty-one million acres of land. If I understood the hon. gentleman opposite (Mr. Scott) this afternoon he valued the lands at $2.36 per acre.

HON. MR. SCOTT—I took the Company's statement of the rate at which they have been sold.

HON. MR. MACPHERSON—I think that is the rate mentioned, but the hon. gentleman and his friends in the other House set a higher value than that on the land. Now, even at that rate, the land alone would more than cover the loan; then we have the security in such a way that in the event of the Company being in default for a year the whole property passes over to the Government. We have also all the rolling stock as security—all the property that the Company are possessed of—steamers and all.

The hon. gentleman said he thought the necessities of the Company should have been the Government's opportunity for requiring them to give up some of the privileges which they have under their contract. I suppose the hon. gentleman referred particularly to what is known as the monopoly clause. He saw me taking a note at the time and said he hoped that I would say something on the subject. I cannot say anything now, because what I am going to state has been said by the Minister of Railways in another place; it is this: the monopoly clause is not a contract stipulation in the Province of Manitoba, and the disallowing of the Acts of the Provincial Legislature which tended to divert the traffic of the North-West to the United States was not because of any obligation the Government was under by contract with the Canadian Pacific Railway Company, but it was a matter of public policy. The present Government hold precisely the same opinion as that of the Government of which my hon. friend was a member—that it was essential to the interests of Canada to prevent the trade

of the North-West, which Canada was spending so much to open up for the convenience and advantage of the people of that country—that it was their interest to prevent that trade being diverted from Canadian channels, at all events until the Canadian route was open from end to end. Now, the sooner the road is finished the sooner it will cease to be the policy of the Government to prevent the construction of railways leading from points in Manitoba to points in the United States. When that line is opened, as I hope it will be in two years hence, then there will no longer be any reason for disallowing the Acts of Manitoba for the construction of roads leading to the United States. It is not possible, as was said by the leader of the Government elsewhere, to check Manitoba. Manitoba has the right to pass those Acts, but like all Acts passed by Provincial Legislatures they may be disallowed by the Federal Government in the interest of the country at large.

HON. MR. POWER—Does not that check Manitoba?

HON. MR. MACPHERSON—It does not check Manitoba. In the interests of the Canadian Pacific Railway I do not know that it is necessary for me to say anything more with respect to the measure before the House. I have expressed the opinion that it is essential to the interests of the country that the road should go on at an undiminished rate of construction. I have stated that it is impossible for the company to continue at that rate without aid from the Government. If it is in the interest of the country that the road should be completed in 1886, then it is for the interest of the country that a loan should be made to the Company if it can be made on sufficient security. I have shown that the security is far more than ample, so I do not think more need be said on that head.

The honorable gentleman from Ottawa referred to the advances made to other railways. Well, I do not feel called upon to refer to that at any great length. There is no doubt that all the railways built in the Dominion have rendered the country very essential service.

HON. MR. SCOTT—Hear, hear.

HON. MR. MACPHERSON—There was one fact which I omitted to mention when speaking of emigration, that is, that while it has been alleged that there is an exodus from Manitoba to Dakota, I have it on undoubted authority—the authority of those who go through the country for the purpose of ascertaining the facts—that a vast number of Canadians are emigrating from Dakota and other states of the Union to the North-West Territory. There was a large emigration from Canada to Texas and to other Southern States, and to Kansas a few years ago. These people have never been satisfied, and few of them have changed their allegiance; they have always sighed to return to live under the British flag, and their descendants seem to be imbued with the same feeling. I have the assurance of agents who pass through Southern Manitoba to the effect that a vast number of Canadians and children of Canadians have entered that part of Manitoba and settled there. The opinion of the best authorities in that country is that a larger number has come in to the country than has left it. In all frontier countries there is a large moving population. They go to-day to Dakota and return next month to Manitoba, and probably soon after remove to some other territory in the United States or to some distant part of the North-West Territory. They are pioneers and their life is one of movement; they will not remain settled, but the majority of those with Canadian blood in their veins desire to live in Canada. I was surprised to see and sorry to hear the hon. gentleman import into the debates of this House rumors that appeared in the more sensational press of the country with respect to alleged political negociations last week.

HON. MR. SCOTT—It is true notwithstanding.

HON. MR. MACPHERSON—Some portion of the rumors may be true; I dare say they are, those relating to the hon. gentleman and his friend.

HON. MR. SCOTT—I did not mention all.

HON. MR. MACPHERSON—With respect to what may have taken place on

the part of the Government and its friends I have nothing to say in addition to what has been stated by the Minister of Justice. I know of no such arrangement; I have never known the time when any stipulations had to be made with the Government of which Sir John Macdonald has been the head. I am speaking not only of the present Government, of which I am a member, but of the Governments of which he has been the head since Confederation. No Province has come to the Dominion with an equitable case without at all events receiving a courteous and patient hearing, and when their case required more than a hearing it has received the substantial consideration it required, so that the friends and supporters of his Government know that it is not necessary to make any stipulations, because they are quite certain that justice will always be extended to them. But while the hon. gentleman denounced in a very lofty tone and unqualified terms the impropriety, the immorality of a rumored understanding between the Government and some of their supporters, he was absolutely dumb upon the rumors which referred to the bid made by the organ of the Opposition for the support of those same friends of the Government.

HON. MR. SCOTT—There was not a shadow of foundation for any statement that any member of the Liberal party made such a bid; that I state unqualifiedly. In one case the screws were put on and the demand was acceded to; in the other case there was not even a scintilla of a proposition made.

HON. MR. MACPHERSON — The hon. gentleman pretends to know all about that of which he has no proof and of which my hon. friend on the right (Sir Alex. Campbell) gave a denial this afternoon. The hon. gentleman says there is not a scintilla of truth so far as relates to himself and his friends. Why does he not go further and denounce the organ of his party for making the most corrupt and shameful bid that was ever heard of in this country?

HON. MR. SCOTT—I have nothing to do with that. Do I hold the hon. gentleman and his party responsible for the wild utterances of any paper? I am not responsible for the *Globe*. I am independent of the *Globe*. The *Globe* does not express my views on all occasions.

HON. MR. MACPHERSON—The hon. gentleman has not yet repudiated it, and the great leader of the Oppostion party in the other House has not yet denied that such a bid was made with his approval.

HON. MR. SCOTT—I say it now, the *Globe* was not authorised in any sense to make it. I say without hesitation that the *Globe* did not represent my views as a member of the Liberal party on that occasion and the *Globe* was not authorised to make that statement.

HON. MR. MACPHERSON—I am very glad to hear the hon. gentleman say so; it clears himself but unfortunately no one can clear his leader except that gentleman himself, and his leader has not cleared himself. I am quite prepared to accept what the hon. gentleman asserts, that he does not know what was done.

HON. MR. SCOTT—Do I call upon the leader of the Government to disavow all the rubbish that appears in the Toronto *Mail*? I would not be a gentleman if I did.

HON. MR. MACPHERSON—While the hon. gentleman denounced that of which he had no evidence, he was entirely silent and dumb with respect to the most disgraceful bid ever made to public men in this or any other country.

HON. MR. SCOTT—One statement is a fact; the other is an invention.

HON. MR. MACPHERSON—The proposition made by the *Globe* was the most profligate that ever was made by the first organ of a great party to public men. I repeat that the House must have been amazed at the hon. gentleman denouncing what he had no evidence of, and yet not having a word to say about that disgraceful bid made by the chief organ of the party to which he belongs. While I dare say the hon. gentleman knew nothing about it himself, I am not by any means satisfied that his

leader did not know about it. His denial of it was not so complete in its character as that with which the hon. gentleman has favored the House to-night: it was one of those qualified denials that no one understands better how to make than the hon. gentleman who leads his party.

HON. MR. POWER—I was not prepared to say anything this evening, but rather than have the Bill carried without discussion, I shall say a few words. If I wanted a text the speech of the hon. Minister who has just sat down would afford an admirable one. I only regret that I am not gifted with the power to make as much of that text as might be made. The hon. gentleman described himself as being amazed at something which appeared in the *Globe*. I think I am rather cooler than he; but I have really been a good deal surprised. That hon. gentleman, having now been removed from the conflicts on the floor of this House for a considerable time—having passed from the Opposition, where his language was generally pretty vigorous and decided, to the calm of the Chair, and having been for a number of years in that quiet and serene atmosphere, and being now comfortably located by the side of the Minister of Justice—I thought that we should hardly have heard from him the extravagance of language which did characterise him in other days. I take the last thing the hon. gentleman spoke of—the paragraph in the *Globe*. I have sent for a file of that paper, but it has not come yet and so I cannot read the passage to which he referred. People who know anything about the way in which newspapers are conducted are aware that very frequently an article appears in a newspaper which is written on the spur of the moment and without any authority. Authorized, or rather inspired articles are rare.

HON. MR. PLUMB—What do you call authorized articles.

HON. MR. POWER—I mean articles such as we sometimes see in the *Toronto Mail*, and which are inspired.

HON. MR. MACPHERSON—I have no hesitation in saying that that is not correct. How does the hon. gentleman know they are inspired? He makes an unqualified statement that he is not able to prove.

HON. MR. POWER—The hon. gentleman is completely mistaken. I did not say that any particular article was inspired, I said this: there is no evidence that this article was inspired, and that anyone who knew anything about newspapers knew that most articles are not inspired. Occasionally an inspired article appears in the organ of the hon. gentleman.

HON. MR. PLUMB—How inspired?

HON. MR. POWER—If the hon. gentleman cannot understand, I do not feel called upon to furnish him with brains to understand.

HON. MR. PLUMB—Have you any to spare?

HON. MR. POWER—Not for that purpose. I regret that I have not the paper before me, because while the paper itself declares in a subsequent issue that the article in question was not inspired by any leading member of the Liberal Party, there was nothing terrible or tremendous in the article itself. It did not offer any bribe to the French Conservatives of Quebec: it said simply that, looking at the state of affairs at present, the representatives of that Province would best consult the public interest, by allying themselves with the Liberals to defeat this objectionable measure. I think that is perfectly true. Then the paper went on to say what is perfectly harmless, and what I think is not unreasonable—I am binding myself and nobody else at present—that if they had any fair and reasonable ground of complaint their claims would be attended to. I do not think that there is anything atrocious about that statement. I am not saying that the *Globe* did right in publishing such a statement, but the sentiment does not deserve the exceedingly strong language which the hon. Minister of the Interior has chosen to apply to it. There was nothing shameful or profligate about it.

HON. MR. MACPHERSON—That is a matter of opinion.

HON. MR. POWER—It may be a matter of opinion, and perhaps my feelings on the subject are not as sensitive as those of the hon. Minister. Now, the hon. gentleman intimated, and the Minister of Justice stated rather more distinctly, that there had not been any understanding come to with respect to the demands of the representatives of one of the Provinces made upon the Government. Turning to the speech delivered by the Minister of Railways in another place on the 20th of February, it will be seen that that hon. gentleman indicated in a manner that was understood by everyone who heard him that the Government did propose to do practically what it was understood had been asked by the representatives of the Province in question; and I presume in a little while, when the Supplementary Estimates come down, we shall find whether the statement made by the hon. gentleman from Ottawa was correct or not, or whether the statement made by the Minister of Railways was substantially correct. It is hardly worth while raising a question of veracity about the subject, because it will be settled before the end of the session.

I wish to call attention to one point, a point of very considerable importance, in which there appears to be a marked difference between the views entertained by the Ministers in this House and the views entertained by Ministers in another place. The hon. Minister of Justice in his speech this afternoon, speaking of the necessity for this loan, said that the Government had to choose between the utter ruin of the Company and the making of the loan. Now, the hon. Minister of the Interior did not go as far as that.

HON. SIR ALEX. CAMPBELL—I do not think that I went as far as that.

HON. MR. POWER—I took down the hon. gentleman's words at the time he used them, and I was rather struck by the strength of the language. In introducing this measure in the other Chamber the Minister of Railways used no such language as that; he said the Company were quite prepared and quite able to complete the road in the time mentioned in the contract. This change was not made in the interests of the Company, but was made in the interests of Canada. Now, I feel bound to say that I prefer to think that the statement of the Minister of Justice is accurate rather than the statement made by the Minister of Railways in another place.

Leaving what has already been said here, I shall briefly state the view which I hold of this proposition: We propose to add to the existing debt of Canada a sum almost equal to one-third of the total debt of all the Provinces at the time of Confederation; that is, we propose for the object which is set out in the Bill, to incur at one step one-third as large a debt as that accumulated by all the Provinces during a century of existence. I think that is a very serious proposition indeed. I think one can realize, perhaps, how serious a proposition it is by going outside of our own country and making a proposition of a similar kind with respect to another country. Looking at the population, wealth and resources of the United States as compared with those of Canada, the proposition which is now before the House is one of greater relative consequence and weight than if the Government of the United States proposed to incur a debt of $300,000,000 for the completion of some public work. A proposition of that sort needs only to be stated to show how very important and serious a one it is—how extravagant a one it is. There is no hon. gentleman here who believes that such a proposition as that would be entertained in the Republic for a moment; nor would it be entertained in England. There is one feature in connection with this loan which I do not think had been adverted to—in this Chamber at any rate. It must be remembered that this loan is asked for at a time when the revenue of the country is falling off, when the surpluses which we have had for some years have almost reached the vanishing point.

HON. MR. MACPHERSON—But the taxes were reduced?

HON. MR. POWER—The taxes have been slightly reduced. The fact remains that the surpluses have reached the vanishing point. Times are not good, they are not as good as they have been for the last few years. The revenue is diminishing, and it is at this point we are asked to

assume this tremendous responsibility; and it strikes me that under these circumstances the Minister of Finance may find it difficult to effect the loans that may be required by this measure on as favorable terms as he effected his recent loans. I think that this proposed loan to the Canadian Pacific Railway is calculated, looking at the object for which it is intended, and at the possible future that it indicates, to seriously damage the credit of Canada in the money markets of the world. I think that that is a consideration which the Minister of the Interior particularly should have looked at.

The hon. gentleman was in past days occasionally fond of indulging in superlatives as he did this evening, but times and circumstances change. It depends on who are on the right, and who are on the left of the Speaker. It is not a long time ago, at a time when the population of Canada was very little less than it is to-day, and when the resources of the country were practically about the same as they are to-day, that the hon. gentleman was appalled at the fact that the expenditure had reached some $24,000,000 a year; to-day the hon. gentleman is not appalled when our expenditure has reached $30,000,000, and when we propose at one stroke to add $30,000,000 to our debt, and $1,200,000 to our annual expenditure.

HON. MR. MACPHERSON—I was then speaking with reference to increases of expenditure in the face of pledges to economy.

HON. MR. POWER—I cannot quote the exact words of the hon. gentleman, but I remember having been very much impressed, at the time, by the way in which he concluded one of those famous addresses of his by which he hoped to get rid of that "corrupt and extravagant Government in order to make way for a pure and economical Government,"—which is the Government we have to-day, I suppose.

HON. MR. MACPHERSON—Hear, hear.

HON. MR. POWER—Nobody would recognize the hon. gentleman and his colleagues in that character to-day. I have tried to give some little idea of how serious a proposition this is. One would suppose that when a proposition of the sort was made to Parliament, it could only be made under stress of the direst necessity, and that the results that were to follow from the incurring by Canada of this tremendous responsibility and liability, must be most important and most advantageous for the country.

HON. MR. MACPHERSON—That was before the National Policy.

HON. MR. POWER—I think the resources of the country have been considerably impaired by the hon. gentleman's financial policy, and by his railway policy, and by the general extravagance of the Administration.

HON. MR. MACPHERSON—The decline in the deposits in the savings banks to wit!

HON. MR. POWER—I do not think it is altogether fair to interrupt me so often; but I am perfectly satisfied that, when we come to consider the financial condition of the country, I shall be prepared to discuss the value of the deposits in the savings banks. I speak with some little knowledge of one Province; and I say that where the savings banks deposits have been increased, it is because as a rule people who are comparatively well off have not been able to invest their money to advantage in other places and have deposited them in the savings bank. If Halifax was as prosperous to-day as it ought to be, the surplus money of the people would be invested in undertakings of different kinds, and would not be locked up at four per cent. in the savings banks.

I was going to ask what we get in exchange for the liability that the country is assuming? What is the consideration we are giving these $30,000,000 for? The consideration, as set forth in this Bill, is that "it is expedient, in furtherance of the early settlement of the North-West Territories, and of the completion of transcontinental communication by railway through Canada, that the early completion of the said railway should be

ensured." Now, as the hon. gentleman from Ottawa pointed out, the portion of the railway which is to be completed will have but little effect indeed upon the settlement of the North-West Territories. I remember that the Minister of the Interior, in 1878, laid down a totally different policy with respect to the settlement of that country from what he lays down to-day. At that time he thought no railway was needed except the Pembina Branch, and the road across the prairies to keep pace with settlement. Now we have a railway from Port Arthur to the Rocky Mountains. There is certainly room enough in that country for all the settlers who are likely to go in there for many years, so that this statement, in the preamble of the Bill that that is a consideration, is calculated to mislead. It is a statement in which there is no substance whatever. The other portion of the consideration for which we are asked to pass this Bill, involving the country in this tremendous liability, is the early completion of our transcontinental railway through Canada. Now, what does that amount to? With all the respect in the world for the feelings of my hon. friends from British Columbia, I do not think that direct railway communication with the twenty thousand white people who live in that country is a sufficient consideration—that is, the immediate connection with them, communication five years earlier than we might otherwise have it—is a sufficient consideration for involving the country in this additional debt. I take it that, unless one British Columbian is worth some thousands of ordinary Canadians, it is not. Then it has been pointed out by the hon. gentleman from Ottawa that the transcontinental traffic is not likely for a great many years to be of any appreciable value. As it has been pointed out already, the experience of the United States transcontinental lines is that the through traffic is of comparatively little value. The traffic which makes those roads pay is the way traffic.

HON. MR. PLUMB—What is the way traffic of the Central Pacific Railway?

HON. MR. POWER—I have not the figures by me; but the way traffic must be very considerable on any road which runs from the Mississippi to California.

HON. MR. PLUMB—The Central Pacific Railway runs only half way.

HON. MR. POWER—Then it is not a transcontinental railway. I speak in a broad way; I do not undertake to say that one half of the road is the Central and the other half is the Union Pacific Railway. I take it as a transcontinental road, and I understand that on that road the Asiatic traffic amounts to almost nothing. I think in the other Chamber there were statements made as to the quantity of tea that would be carried over our road. Tea is an article that is not carried over the American road in large quantities—as was suggested by my hon. friend from York in another place, tea cannot be carried a long distance by railway, because the packages would be destroyed.

HON. MR. SMITH—The tea traffic of the United States is carried to a great extent over the American railways.

HON. MR. TURNER—I can confirm the statement of the hon. gentleman as I am in the trade.

HON. MR. POWER—I know that the returns from these roads show that the through traffic amounts to a very small portion of the profitable business of the railway, and the through traffic on our line will, I apprehend, for some time count for very little.

It was alleged in another place that this proposed alteration in the mode of dealing with this Company—this speedy completion of the road—was made in the interests of Canada and not in the interests of the Company; but there is one fact which confirms the statement of the hon. Minister of Justice here, and that is that there was no suggestion of this loan made by the Government in the first instance. It has not been pretended that this suggestion came from anyone else but the Company, and that shows clearly in whose interest it was supposed to be. I venture to differ *in toto* from the two Ministers who have spoken here as to the desirability of the early completion of that road in the interests of the country. In the interests of the Company, if they propose to hold and work the road, as well as in the in-

terests of Canada, I believe that the immediate completion of the road will be a misfortune; and I shall try to explain why I think so: There is no doubt that on the section north of Lake Superior—from Port Arthur to Callander—the local business will be almost *nil.* There will be some, of course. For that distance, 650 miles, the road will pass through a country that will furnish very little traffic, and the same is true of the section of the road through the Rocky Mountains.

HON. SIR ALEX. CAMPBELL—That is not the opinion of the Company.

HON. MR. POWER—I care not what the opinion of the Company may be. I do not think that the Company is always as communicative to the Government as companies might be. They are business men, and do not confide their business views altogether, even to the Minister of Justice. This road runs for a distance of 650 miles through a country which certainly cannot be called an agricultural country; and even though there should be in a portion of that country some valuable mines and some timber, those alone cannot furnish any large business for the road—and the same is true with regard to the division of the road running through the Rocky Mountains—the mines will not furnish traffic enough to make the road a paying one. It will take some time for the road, even through the fertile country, to be a paying one. For so far the North-West has exported very little produce of any kind. Probably some little has come out, and the amount will increase as years go on; but I take it that even the best part of the road, that from the Rocky Mountains to Port Arthur, will not, for some little time, pay much more than its working expenses. If you tack on to that two sections of road that will not pay their working expenses, you are simply making the country and the Company liable for interest, and for a portion of the working expenses which they would otherwise escape. I do not propose to go into the figures given by the Ministers. Those figures have been discussed at length, and very thoroughly, in another place, and the hon. member for Ottawa has also dealt with the question of figures. I think it has been shown satisfactorily enough that the Company have put very little, if any, of their own money into this undertaking. The Minister of Interior did produce a statement of what the Company had spent, which was perfectly astounding; but when I found that the President of the Company himself did not claim that they had expended any such amount as that, I felt that the figures were questionable at any rate. There are certain items, which amount to a good deal, that I think are hardly of such a character as to be fairly included in the expenditure. For instance, there is a sum of $2,128,000 for interest to the shareholders. Inasmuch as the Company are themselves the holders of nearly the whole of their own stock, this money which has been paid to them certainly is a payment which ought not to diminish the resources of the Company, and should not be fairly deducted. Then it appears from a return made to the other House that the construction company is composed chiefly of members of the Canadian Pacific Railway Company, and the sums paid to the construction company, or the bulk of them should not diminish the resources of the Company.

Something has been said about the wonderful enterprise of the Company. No doubt they have built a road from the neighborhood of Winnipeg to the summit of the Rocky Mountains very rapidly. I do not know whether the rapidity of construction is unparalleled or not: I am rather disposed to think that the Southern Pacific Railway was built almost as rapidly; though I am not quite sure.

HON. MR. PLUMB—Not nearly so rapidly.

HON. MR. POWER—There is one thing certain, no railway company has ever received such subsidies as the Canadian Pacific Railway Company has.

HON. SIR. ALEX. CAMPBELL—The Union Pacific Railway Company received larger subsidies.

HON. MR. POWER—It is possible they did; but I am quite certain that the Texas Pacific did not. The route of the Union Pacific was more difficult, and railways cost more in those days. I was somewhat surprised, considering the position

taken by Ministers in the other House, to find the hon. Minister of the Interior undertaking to tell us to-day what a misfortune it would have been had the Sault Ste. Marie route been adopted; because for some distance between the border of Manitoba and Sault Ste. Marie the freight would have been carried over an American road. The hon. gentleman was as emphatic in his condemnation of that proposition to-day, as his friends were some years ago when the original proposition was before Parliament. Now, hon. gentlemen, what would have happened if that road had been built as was proposed? That would have been a short line from west to east: our own freight would have gone over it, and we would have had besides a large quantity of American freight passing from the south side of Lake Superior through our own country down to Montreal or Brockville. That would simply have brought a large quantity of traffic from the neighboring Republic over our own railway. But the hon. gentleman who thought it such a misfortune that any portion of the middle of this railroad should be located on American territory, did not seem to think it was at all objectionable that a much more important section of the road, the Atlantic terminus for six months of the year, should be located in American territory. The position of the two things is altogether different. If the Atlantic terminus is located at Portland or Boston, as a matter of course all the through freight that goes over that road—all the ocean borne freight—will be shipped at that American port; and one does not need to be a business man to understand that the place where steamers come in and land goods, and take in cargoes, and where the freight is laden on and unloaded from the trains, is the place which receives the greatest benefit from a railroad. I cannot understand how the gentlemen who think that it is unpatriotic and deserving of utter condemnation that a comparatively unimportant intermediate portion of the road should be in the United States, should think it desirable that the terminal point on the Atlantic coast, for six months of the year should be in the same country.

HON. SIR ALEX. CAMPBELL—I think that overstates the remark made by the Minister of the Interior. What he said was that there could not be too many ports to which this great railway should send its freights—not that the port should be an American terminus. He did not want to exclude the possibility of freights going to American ports.

HON. MR. POWER—The Hon. Minister of the Interior did not, I think, put it exactly as the Minister of Justice does now, because he entered into a rather elaborate explanation to show why the company should acquire complete control of a road to an American port. It seems to me that if there is one thing which the company have done which is indefensible on the ground taken by hon. gentlemen some years ago, and by the Minister of the Interior to-night, it is that they are spending so much money to acquire the road between Portland and Montreal.

HON. SIR ALEX. CAMPBELL—They spent no money to acquire a road between Portland and Montreal.

HON. MR. POWER—The hon. gentleman's memory must fail him, because in the returns brought down we are told that something over $1,500,000 has been expended in obtaining control of the South Eastern Railway as a road to Portland from Montreal.

HON. SIR ALEX. CAMPBELL—By that road they go to Quebec; it is not necessary to go to Portland.

HON. MR. POWER—The statement made by the President of the company to the people of Portland shows that that is where the South Eastern is to lead to. There was no object in getting it otherwise.

HON. SIR ALEX. CAMPBELL—That had reference to another road altogether. The negotiation in Portland was about the Portland and Ogdensburg Railroad, not the South Eastern.

HON. MR. POWER—Reference was made to the fact that they had acquired the South Eastern; and that the other would be an additional link in the chain. It was not denied in the other Chamber

that the object of acquiring the control of this road was to get to Portland : and the desire of the Company to get to Portland has been justified in the other Chamber as well as in this. I do not blame the Company, as an association of business men, for wishing to do that which is most in their own interest. They naturally would do that. My contention is that, as this Company is not in the position of an ordinary Company, and as the hon. gentlemen opposite and their friends insisted on the immediate construction of the road north of Lake Superior in order to prevent the diversion of traffic for a short distance through American territory, they are bound now to see that a much more important section of the road, its Atlantic winter port, should not be located in a foreign country.

The hon. Minister of Justice, just before he closed, summed up the reasons why this loan was necessary. The first reason was that if it was an advantage to get the road completed, then the sooner it was completed the better. I have tried in my humble way to point out why I do not think it is any advantage. If a thing is a good thing when it is done, it is not always well that t'were done quickly, and I think this is just one of the exceptions.

The hon. Minister next said that a large population was going to the Mountains to mine—that is, speaking of the Rocky Mountains. Now, no very large population will go to mine. A comparatively small population will go ; and they are not so very particular as to whether the Railroad is near them or not, if there is plenty of gold and silver to be got where they work.

Then the hon. gentleman stated that there was $28,000,000 already invested, and the interest would be lost. That is a statement I am unable to comprehend. If we invest $30,000,000 more, the interest will be lost, if the interest on the amount which is already invested is lost.

The Minister's last reason, in addition to the effect on the fortunes of the Company themselves—was the effect on the general prosperity if they should fail in their enterprise. I am rather surprised that after the wonderful policy which was to have made us all rich and happy forever, and which the Minister of Finance told us only last year was to ensure us seven years more of prosperity—I am surprised to hear the Minister of Justice admitting in this House, that, after six years of that policy, such a trifle as the postponement of the completion of this road for five years would seriously damage the prosperity of the country. I should like to ask the Minister, if the stoppage of the work today, or the stoppage of its rapid progress, will have so serious an effect upon the prosperity of the country, what is likely to follow at the expiration of two years when the work will cease? It seems to me, if the hon. gentleman's logic is good, we are only putting off the evil day for two years.

HON. SIR ALEX. CAMPBELL—Does not the hon. gentleman see that the receipts will then begin? The receipts of the Union Pacific and Central Pacific last year amounted to something like $56,000,000 ; suppose our road does a tithe of that business, they will have that revenue, and the country will have all the prosperity which that means.

HON. MR. POWER—In the one case they have as large, or nearly as large a population west of the Rocky Mountains as we have althogether.

HON. MR. PLUMB—No.

HON. MR. POWER—It will take a long time before the business coming from British Columbia will equal that from San Francisco.

HON. SIR ALEX. CAMPBELL—No doubt ; I said a tithe.

HON. MR. POWER—The important part of the road is that which runs to the Rocky Mountains through the fertile prairie country. That is the road which is going to give the business ; and no one has ever made it clear, neither in the other branch of Parliament nor in this, how it is that the early completion of the remainder of this line will be of great benefit to the country.

I regret very much that I had not been able to put my thoughts together so that I could have expressed them in a briefer and more satisfactory way. I have, however, tried to show that we are asked to pledge the credit of this country for a very large sum—to render the country liable for a very large sum—and that the

consideration which we are to receive for doing so appears to be very trifling. In fact it is doubtful whether it is any substantial benefit at all; and for that reason I shall be obliged to vote against the Bill.

HON. MR. ALMON—I have no doubt that all here, like myself, were very much disappointed and very much astonished that in the short space of two years the Canadian Pacific Railway Company should have been obliged to come to us again. I was in hopes that we would hear nothing more of them for the next ten years, except a yearly report that they had done their work and got their money. They come to us with the confession that their money is almost exhausted, and that their credit is very much impaired. Why is their money exhausted? They have certainly spent a large sum and deserve credit very justly for the way they have pushed their work forward, but I think if their money had been devoted altogether to that work and not expended in buying extraneous railroads, they need not have to come to us, at all events for another year. Why is their credit bad? I do not understand much about railways and watering stock, but I am informed that their stock, which is quoted at $100, in reality only cost them $25, and that it is endeavored to be sold in the market at $53. I know persons down our way who were very nearly taken in that way, buying at $53 what they supposed cost $100, and thinking they were making 45 per cent. whereas in fact the stock had only cost 25, and they were getting it at 100 per cent. in advance of its cost. The land is of value, but not of such value as the hon. member for Ottawa (Mr. Scott) or the hon. member from Prince Edward Island (Mr. Haythorne) or the hon. member for Grandville, (Mr. Pelletier) said that it was when this subject was before us three years ago. I have their statements here, but it is scarcely worth while reading them, but they did not value the land then so cheaply as they do now. If their contention was right then, it would be a safe thing to loan the $30,000,000 on the security of that land, which I do not think it is. We are asked to make this great sacrifice for whom? For the friends of the Government? No. I believe that a great majority of the members of the Syndicate are Grits, and have been life-long opponents of the present Government. I know one of them, the Hon. Donald A. Smith, who was a member of the House of Commons when I was, and I remember the exhibition he made of himself in the debate on the so-called Pacific Scandal. I know it was reported that he did not go down to Montreal (as he intended to have done) in order that he might support the Government of which I was a supporter. He got up and made a speech, and until it was half finished we thought he was in favor of the Government, and then he said despite all this he could not vote for the motion of the hon. member for Pictou; then he made a speech in which he repudiated all he had said before, and finally he stated that he would vote with the Opposition. That is the man that the Government are now about to sacrifice $30,000,000 for. The Government are cutting a switch for their own backs; in my opinion they will regret it. I will not state what my opinion of Mr. Donald Smith's conduct is, because a bench in this House is like the pastor's pulpit, it is said to be "the coward's castle;" therefore, I will not say it, but if there is any truth in the old Latin proverb, which is translated "Birds of a feather flock together," I am not inclined to sacrifice the money of this country, or the popularity of the Conservative party, to serve any one man connected with that Syndicate. I think it was mentioned by an hon. member with whom I very rarely agree, that the Government should have taken this chance to do away with the monopoly clause and allow Bills for the incorporation of railway companies to construct roads south of the Pacific Railway in the North-West, to pass. There will be no practical use in them, I admit the railways would never be built, as any member of the Standing Committee, to which I belong, knows. We are flooded with such Bills every day, and nobody supposes that the lines to which they refer will ever be built—it is only buncombe. Still, it will please the people there and do no harm. As the big Englishman said when his little wife flogged him "it pleases she and don't hurt I." If the people there are contented it is not likely they will rebel or create any disturbance. Very often, as Napoleon said, wars are undertaken for a

sentiment, and really if there is an imaginary evil it is just as great a grievance and as likely to excite the public mind as a real evil. I remember a story told me by a gentlemen of an accident which occurred in the war of 1812: A French officer stationed at Melville Island was walking out one day and found a Frenchman fighting with a sailor. He tried to part them and asked what they were fighting about. The tar said "he called my bloody hat a 'chapeau.'" The Frenchman promised never to call a hat a 'chapeau' again, especially when it was worn by a drunken sailor. I recommend the Ministry to pass that clause; it will do no harm and will please the people up in the North-West. What I rose for is to move an amendment to this Bill and I wish to have it inserted between the sixth and seventh clauses. It is as follows:

"Should the Canadian Pacific Railway Company at any time be possessed by purchase, or lease, or obtain running powers over any railroad having its terminus at any seaport save in the Dominion of Canada, it may be lawful for the Government of Canada, upon giving three months notice, to demand immediate payment of all sums due by the Company to the Government of Canada."

A resolution something like this was, I believe, objected to in the other House because, as the Minister of Railways said, that would prevent them getting traffic from Europe *via* the United States and sending it to Manitoba. I do not say in this amendment that they "must" have their winter port on the Atlantic in Canada; but I say they "may," and if the Government see that it is acting prejudicially to the people of Canada let them demand the money immediately and that will stop the evil. If they find that no injury is done to the country, that the Canadian Pacific Railway Company are only taking traffic from Europe over the road and not diverting traffic from St. John, or Halifax, or Quebec, or somewhere down there, then this amendment would be perfectly innocuous, for they need take no action under it.

Now, hon. gentlemen, I have consulted nobody about producing this amendment. I do not know whether anyone will second it. If anyone does I hope it will be a member of the Conservative party, to which I have always belonged. I hope, despite what I have been saying, I will not be drummed out of the party. I am a Conservative, but I am still a Nova Scotian. I remember reading in an account of the early wars of Italy, when the Venetians had a war with the Pope, and the Venetian soldiers were doubtful about charging against the soldiers of His Holiness, the General said: "Charge, my men, you were Venetians before you were Christians." I was a Nova Scotian before I was a Conservative, and although this may be considered a dereliction of party duty, I shall move the amendment. Conservatives, you need not stand on ceremony in seconding this. I often look with regret when I see the senior member for Halifax toiling up-stairs with the Liberal members after him. I know what happens. They are small in numbers, they have no political influence at all, but they are bound to obey their leaders in the House of Commons, and do what the majority decides. With great generosity, for which I thank our leader very much, we are never cited to caucuses—never consulted as to what the leaders are going to do. It is not disrespect at all, it is because you wish to leave us to have our own opinions, and act as our consciences dictate, and I thank you, Mr. leader, very much for your doing so. Trusting that the resolution will be seconded I move it.

HON. MR. HOWLAN—I was afraid that a very great mistake would have been made by the Government if they had not included the winter port of Halifax in this project, and I watched very closely the opinions expressed by the members from Halifax, and in this particular case I am sorry to see that the junior member has not been as happy in his remarks as he has hitherto been. Then as to the senior member he took up the time of the House with finding fault with the Minister of the Interior instead of feeling gratified that the hon. Minister has given us the benefit of his views as a member of the Government on this question. Then he flew from that to the *Globe*.

HON. MR. POWER—It was the hon. Minister of the Interior himself who introduced the *Globe* article into this debate.

HON. MR. HOWLAN—Does the hon. gentleman believe for a moment that if

by any turn of the political wheel in this country parties had changed sides in Parliament, the incoming Government would not have come to the rescue of the Syndicate, or that they would not have done what is now being done, or what has been stated they offered to do, take into consideration the claims, if they were right and prudent, of one of the Provinces of the Dominion? It is not to be supposed for a moment that they would not have done so, therefore, so far as this question now before the House is concerned, the article referred to has no bearing whatever upon it, and I was quite surprised that the hon. gentleman should detain the House in the manner he has done on that subject. The next item he gives us is that it is a most serious proposition that this Government puts before the Legislature, and before the country. And what is the serious proposition? The hon. gentleman puts it in this way: that inasmuch as the sum we propose to loan to this Company is nearly one-third of the total amount of the public debt of the Dominion of Canada when we entered into Confederation, that necessarily it must be an unwise and improper policy for the Government to entertain the proposition at the present time. If ever there was a mere puerile statement, without any argument in its favor, it is that statement of the hon. gentleman from Halifax. For, so far the revenue of the country has more than met the requirements of the Dominion. While we have gone on expending large sums of money on Public Works and improvements which are necessary for a growing country like this, nobody can pretend to say that Canada has sustained any injury from those expenditures, and if proof were wanting of the vigor and resources of this Dominion we have only to point to the fact that Canada, with a population of four millions, has been able to grapple successfully with a project of this magnitude. One would think that the logic of facts, and the incidents and events of the past few years had so clearly eradicated from the mind of the hon. gentleman the idea that the country was not equal to the carrying out of this project, that I was surprised to hear him make use of the arguments which he has used here to-day. The hon. gentleman has a great deal to answer for, coming as he does from one of the commercial centres of the Dominion, for having taken the position he has on this question. One of the ideas put forth prominently by the Board of Trade of Halifax, of which I understand my hon. friend is an important member, has been in the direction of expending a large amount of money in connection with the extension of this road and the making of Halifax the winter port, and if that Board, who may be properly called the exponents of the commercial interests of Halifax and Nova Scotia, have not hesitated to state that it is in the interests of the whole of Canada that this road should be completed to Halifax, we cannot believe that the hon. gentleman represents on this question the opinions of the province from which he comes. Then the next thing the hon. gentleman says is that this loan to the Canadian Pacific Railway Company is going to damage the credit of the Dominion of Canada. In what way is it going to damage our credit? In my opinion if the matter is investigated for a moment we must necessarily come to the conclusion that it is going to assist the credit of the Dominion in the money markets of the world. The facts of the case are that some fifty millions of dollars have been brought into the railroad, of which sum twenty-five millions of dollars have been brought into the country, and they are now going to borrow twenty-three millions more to complete the road in two years, and expend that money in our own country. To my mind it is a proof that the Company and the Government, and the people have still faith in the future of Canada, and that fact is not going to injure our credit. On the contrary, to my mind, it is going to establish in the money markets of the world confidence in the stability of our institutions and the value of the security which we offer to our creditors.

Then we have had to listen to some exploded ideas about the Intercolonial Railway. When that road was undertaken we were told that it could not possibly pay; that it had to pass through 100 miles of country that produced nothing, and could furnish no traffic for a railway. The first few years after the road was completed and opened for business, we had it stated on the floor of this House that the road

could never pay, that it was a waste of public money, that it was rolling up an enormous debt on the country, and that the Government ought to advertise for some company to take the road off their hands. The Government, however, had faith in the future of the country, and we find that they were justified in their opinions, and they have the satisfaction to-day of seeing the road more than paying its working expenses, and we are now asked by the very same parties who opposed its construction on the ground that it would not have sufficient traffic to pay its running expenses, to build another road and shorten the route to the winter port of Halifax. We are told that the Canadian Pacific Railway will not pay, because it runs for a certain portion of the distance through a country which is barren and unfit for agriculture; but do not hon. gentlemen know that every transcontinental railway that we have on this continent runs for a certain distance through rocky, uncultivable lands or barren wastes? I would ask the hon. gentleman if he will pretend to say that the Union and Central Pacific Railways run through an arable country from end to end? While on this point I may say that the question that agitated the people of the Pacific coast with regard to the construction of that road, was that of Chinese immigration. Those who remember the events of 1854 will not forget the interest taken by the people of the United States in bringing the Chinese to that country. The Chinese Government were induced to send out a delegation to the United States to see whether the statements made by Mr. Burlingame were correct. After being feasted from one end of the country to the other, and wined and champagned from New York to San Francisco, they returned to China and sent out agents and Chinese laborers who planted vineyards and introduced indigo cultivation, silk growing and other valuable industries on the Pacific coast.

HON. MR. MACDONALD—Yes, and built the railways.

HON. MR. HOWLAN—And, as my hon. friend remarks, built their railways too, and a great deal they are thanked for it by the public sentiment of the United States to-day. We have been told by the senior member for Halifax that the through traffic on our Canadian Pacific Railway would be nothing, while we have before us the reports of the through traffic of the Southern Pacific and Central Pacific Railways showing the enormous quantities of money that have been earned by those roads. But we are told by the hon. gentleman from Halifax that unless one British Columbian is worth thousands of Canadians from Old Canada it is unwise to build this railway. Such views and sentiments as this are not worthy of a member of this hon. House. We have staked the credit of Canada on the building of this road, and we have gone on and built 2,000 miles of it, and what are we asked to do now? We are simply asked to advance $7,500,000 at the present time to clear off the floating indebtedness of the Company, and the conditions of this Bill are that if that sum of money is not refunded by 1891, that all the expenditures that have been made on this Canadian Pacific Railway fall into the hands of the Government. That is one of the provisions of the Bill, and what is the next? The Government must have well ascertained, and have been well satisfied that there is no fictitious floating debt belonging to any portion of the private business of the Company or otherwise than that of the Pacific Railway, and having ascertained that not one dollar can be taken for the purpose of buying branch lines or devoted to any other purpose than that of this railway, the money can only be paid upon the certificate of the Chief Engineer of the Railway as the work progresses. Surely that is a sufficient guarantee and security for us that the money will not be diverted from the purpose for which it is granted. Those gentlemen who come from the Maritime Provinces, know something of the building of ships, and the terms on which those who build them are supplied. A man contracts to build a vessel of so many tons burden at so much per ton. After his contract is signed he goes to the different parties who supply material, and says "I have made a contract for the building of a vessel, for which I shall receive so much money, when all the material is in the yard; so much when the vessel is in frame; so much when she is planked and ceiled, and so much when launched and delivered." He goes on to build the ship

and finds that he has taken his contract too low, or perhaps that his banker has failed. He then goes to Mr. Brown, or Mr. Jones, and says: "My ship is on the stocks in frame, but I cannot go any further because my banker has failed, and I cannot get supplies." Mr. Brown sends his head carpenter to examine the work done, and make an estimate of the material on hand, and if warranted in doing so, as in this case, he advances a sum sufficient to launch the ship. That is about exactly where we are in this matter. We have taken upon ourselves to build this railway, and we have given the contract to the Syndicate to build it. They have explained to the Government that they have endeavored by every possible means in their power to carry out this great work, but they have found it impossible to do so from a variety of reasons. Their credit has been cried down in the first place by their enemies and rivals, and by such speeches as we have heard here to-night, and the Government comes to their assistance. Anyone who has heard the speech of the hon. gentleman from Halifax must conclude that that hon. gentleman has no faith in this work; that it is a useless work, and that the further we go with it the more worthless it will become, and that it is better to leave it where it is as there is no hurry and no haste for it. Is that the way in which this Dominion is going to be built up? Is that the way in which the credit of Canada is to be maintained in the money markets of the world? Is that the way to inspire confidence in those whom we invite to come to this country with a view to making their homes in it? Suppose we stop the work now and throw several thousand men out of employment, and the news goes abroad that our great work is a failure, that it is a useless project, and that, like the Fort Francis Lock, it is a monument of the folly, inability, foolishness and weakness of the Government, would those workmen think of coming back to this country? Would we have large numbers of emigrants coming to our shores in the spring, as we expect there will be, if it was found that thousands of men were thrown out of employment by the stoppage of this great national undertaking? No; they would say keep clear of Canada; trust not the public men of Canada, they have no faith in their own country; they are merely a parcel of children, who have not the ability to manage the country they live in. That would be the conclusion that would be arrived at by intending emigrants. I say that if this work were now stopped, the evil effects it would have upon the country could not be counteracted by any efforts that the Government could make during my lifetime, or the lifetime of the youngest member of this House, in the eyes of the world. I say it is our own interest to give the Government every support we can in this matter. If there were no controlling powers in this Bill; if there was nothing in it but simply a provision that the Government might go on and pay the Syndicate this large sum of money from the Treasury as they demanded it, without any proof that it was being devoted to the completion of this work, then I say we ought to place such controlling power in the Bill; but in my judgment no better plan could be devised that the money shall be properly utilized in the completion of the road, and refunded to the country, than we have in this measure. It has been so carefully drawn up and prepared, that, to my mind, it is impossible that we can have better security. Suppose it should happen, as we are told it will by hon. gentlemen opposite, that after these men get the money they will throw the road back on our hands? Supposing we have to foreclose our mortgage after the money is expended, we are in a perfectly safe position to take the road, and go on and finish it. If we take the land at half the price put on it here to-night, and take the number of miles of railway that have been already built, and will be built as the money is expended, I contend we will be in a safe position to go on and complete the road, and we will then have it cheaper than we could possibly have built it ourselves, and cheaper than any estimate of the probable cost that has been submitted to Parliament since the Pacific Railway has been spoken of. We are told that it is of no importance whether this road should be finished in two years or in five years. In all great undertakings, no matter what they may be, the sooner the work is commenced and carried on to completion, the

better for all concerned. It is like the building of the ship that I told you of by way of illustration—the longer she remains on the stocks, the longer it will be before she begins to make returns to her owners. The hon. gentleman must surely have forgotten that with regard to the interest on the road it must be realized, whether the road is running or not, and if the road is running the revenue will go towards meeting the interest, as well as running expenses. Supposing we stop building our railroad now west of the Rocky Mountains, and from Port Arthur east, we would have no railway at all—we would be worse off than we were before. I believe that the through railway is an absolute necessity, and that within 10 years the traffic of the North-West will not only tax the full capacity of the railroad to carry out the produce from that country, but it will also require the assistance of the water stretches as well. Believing that that will be the case, I am prepared to support this Bill.

HON. MR. KAULBACH—I shall be as brief as possible in the few remarks that I shall address to the House on the measure. We are asked to give a loan of a sum of money at five per cent. interest to this Company, and the reason for that request is contained in a letter from the President of the Canadian Pacific Railway to the Minister of Railways, and from a perusal of that letter it must be obvious to every hon. gentleman, as it is to the public, that rival jealousies have been at work, that the enemies of this Company and the enemies of Canada, and the enemies of Confederation, across the boundary line, in this country, and in England, have been endeavoring to destroy the credit of the Canadian Pacific Railway. I am sure that the feeling must be universal from the Atlantic to the Pacific, and in England as well, that this road must be built speedily, and we have the action of the Government in this matter, supported not only by the representatives of of the people in Parliament, but I believe by the public sentiment of the Dominion.

Under the proposed Bill, great and incompatible advantages are gained by the country. We are saved from a threatened grinding monopoly, from the amalgamation or pooling of two gigantic railway companies. We have had experience of what the Grand Trunk's powers are, and how tyranically they have been exercised. These powers will be neutralized.

Ontario and the Maritime Provinces must benefit by an independent line, to be completed in two years, connecting the Atlantic with the Pacific, by continnous railway from the Straits of Canso to Port Moody.

If the Company now abandon the Canadian Pacific Railway, if they now suspend work, if this Bill should not pass, the burdens and obligations on our country would be much greater than the amount of this proposed loan and the subsidy unearned, as the road would undoubtedly have to be finished by the Government. Fancy our paralyzed condition, and the depression that would everywhere prevail; we would have to pay the liabilities of the Company, and we would lose all the branch lines, equipments, plant, steel, ships and materials of the Company east of Callandar.

If this Bill does not pass, and the Company continue their work, and only complete the road in 1891, and then make default, the country will be in a still worse condition, as we will only have in our hands the five million acres of land kept as security for the working of the line, the Company holding possession of the railway.

By this Bill we have the road thoroughly completed in two years, without it costing the country a single dollar in land or money beyond what has been already granted. It is thus plain and incontrovertible, that the country, and every industry in the country, must be the gainer by this assistance to the Company, which they are bound to pay back with interest. This loan is not made at the loss or expense of country, but on the contrary, the greatest possible advantages must accrue to every industry through the length and breadth of the Dominion by thus securing the completion and running of the road in two years. The hon. leader of the Opposition knows that our lands in the North-West would be valueless but for this railway, and we have in those lands a security that this debt will be paid. I know that one time the hon. gentleman considered that those lands were not worth the cost of surveying

them, but I am glad to find that through the great ability, zeal and enterprise of this Company in pushing forward the construction of the railway, the lands have increased in value to such a extent that they are in themselves almost a sufficient security for this loan. The leader of the Opposition has contended that the Company had no right to spend any money further east than Callandar. We all know, however, that it was not the intention of those who supported this project that the road was to terminate there, but that it should have a direct communication with the Atlantic coast. To say that this Company should have the terminus of their road at Callandar and allow the Grand Trunk Railway to momopolize the carrying trade from there east would be to leave the Canadian Pacific Railway Company at the mercy of their rival, and would be anything but satisfactory to the country at large. We want an independant road, in the hands of one company, extending across the continent. I do not think that the Government look upon this loan as being a gift to the Company. I think they are taking every precaution that it shall only be a loan for which they take over the whole road and its equipment, steamboats and everything they hold as security, and if the Company should fail in their undertaking, or should it turn out that in the interest of the country it would be advisable that this loan should be converted into a gift, I am sure it would be nothing more than what Parliament has done before for other companies. We all remember that for several years the prospects of the Intercolonial Railway ever paying its running expenses were very poor indeed. Hon. gentlemen of the Opposition spoke of it as a burden on the country that would year by year roll up thousands of dollars of debt; yet we can remember, at a time when we had the Hon. Geo. Brown in this House, hearing him say that he would rather see six Intercolonial Railways built than that the credit of the country should be imperilled. When British Columbia came into the Union we pledged ourselves to construct a line of railway from the Atlantic to the Pacific ocean in ten years; that time has long since expired, and are we now to be told that this work is to be delayed still longer, and for no reason? I know that in 1874 the gentlemen now in Opposition talked of building this road as a Government work, and estimated its cost at $160,000,000. Under the present arrangement I believe that we will get a cheaper and better road, and it will be better run by the Company than it could possibly be by the Government. The hon. gentleman from Halifax said that we were adding this amount to the debt of the country. No doubt we are, but the security we are getting makes the debt a safe one. It has been alleged that it is an unwise policy on the part of the Government to involve the country in this large expenditure at a time when the revenue has fallen off, but what is the cause of the decrease in the revenue? The cause is the reduction in the taxation of the country. Does my hon. friend from Halifax mean to contend that the speedy building of the railway will not increase the revenue of the country? It must increase it year by year, and if that is to be taken into consideration, it is another reason why the railway should be speedily completed. The hon. gentleman from Halifax has stated that in his opinion the accumulation of money in the savings banks of Nova Scotia is an indication of a want of prosperity in that Province. In my opinion it is an evidence to the contrary, as the savings of the laboring classes are deposited in the banks until such time as they accumulate sufficient means to invest in profitable enterprises. I am surprised that my hon. friend should seek to decry the chief city of his native Province. In my opinion Halifax, with its numerous manufactories and industries, was never in a more prosperous condition than it is at present. I do not know that I shall say anything more on this subject, but when I consider the amount of benefit that the speedy completion of this railway must be to the country, and the impetus that the expenditure of this large amount of money in two years will give to the industries of the Dominion, I am induced to give my support to this measure, especially as the Opposition have nothing to propose in exchange for what the Government has submitted to us. They seem to be without a plan, without a platform, without a policy or programme. It seems to be the only policy of the Opposition that they must rule, or the country must be ruined.

HON. MR. GIRARD—I shall detain the House only a few minutes while I express my views on this question. I am deeply interested in the result of this measure, and on examining it closely I do not find that it contains any extraordinary provisions. It is merely in the nature of an agreement between two wealthy people. On one side is the Government and the Dominion Treasury, and on the other side is a wealthy corporation who need money temporarily, and apply to the Government for a loan to assist them, offering a sufficient guarantee that the money will be refunded with interest at a certain date, and I do not see how Parliament can hesitate in granting it. We remember that when the Grand Trunk Railway was constructed some 35 years ago, that Company had to appeal to Parliament to assist them to meet their engagements, and that road was not then in as good a position as the Canadian Pacific Railway is to-day. At that time the Grand Trunk Railway was to United Canada what the Canadian Pacific Railway now is to the Dominion. After great difficulties and much opposition the Grand Trunk Railway was constructed, and to-day we see the benefits all round us that have resulted from its construction. Along its route prosperous cities, towns and villages have sprung up, and the wilderness of 35 years ago has been converted into smiling homesteads from the east end of Lower Canada to the western end of Upper Canada. The construction of that line attracted large numbers of settlers to this country. We have now before us one of the greatest enterprises of the kind that has ever been undertaken on this continent, and with the experience we have had in the past we can look forward confidently to the future of the Canadian Pacific Railway. It is true that the Company which has undertaken to construct the road may be able to complete it within the time stipulated in their agreement, but they are now suffering from a temporary embarrassment, and would it be wise on our part to refuse the assistance that they ask? I think it would be neither wise nor prudent to risk the stopping of the work, and in my opinion it would be unpatriotic to throw so large a number of men out of employment. It would also be an injustice to the people who have gone in and settled on the lands of the North-West on the understanding that they would within a few years have railway communication with the outer world. The lands in the North-West are not all good lands; there are parts of it that are not so good as others—the same as in other countries, but at the same time it is a very desirable country, and I know farmers who have only been living on their lots for two or three years, who are perfectly satisfied with their position, and now enjoy an independence for which they would have to work in this country for fifteen or twenty years, and perhaps for their whole lifetime. Under these circumstances, I say that now that the eyes of the world are on those vast prairies of the North-West, now that large numbers of people in the British Islands and other countries of Europe are just organizing to come to settle amongst us, it would certainly be injurious to the Confederation to discourage that movement. It is one which is in the interests of all the Dominion. I do not ask anything specially for Manitoba or British Columbia. It will all come as a matter of course. Let the Government construct the road as they are bound to do, with all possible speed; let us not wait till 1891, because in the five years that would elapse between the completion of the work in 1886 under this Bill, and the period mentioned in the original contract, those prairies which have, up to the present time, been a wilderness, will be filled with an industrious population, and we can all imagine how that will benefit the whole Dominion. We may soon have a large population in the country if we make an effort to complete that road from sea to sea; we may have our prairie lands settled with people from the Old World, who will bring to us their strength, their energy and their fortunes.

When I say that any serious opposition to the Bill would be unpatriotic, there is another consideration which I respectfully submit to the House. I hope we shall never have any troubles with our neighbors, nevertheless, they have occurred in the past, and they may occur again. If such troubles should arise, how important it would be for the defence of our country to have this line in operation! It would save great expense, and the Government would be able to send troops to us by a

route entirely within our own borders. As we are at present situated, we are separated from the rest of the country, but we would feel much stronger if we could know that we were placed within easy reach of both ends of the Dominion. Our little Province would have the advantage of presenting to our enemies the strength of our whole Dominion.

In view of all these considerations it seems to me that all who are influenced by true patriotism will not hesitate to vote for this measure, and for my part I shall vote for the Bill.

HON. MR. HAYTHORNE—At this late hour of the evening I should certainly have preferred to postpone any remarks I have to make until to-morrow, or until such time as the House saw fit to adjourn the debate to. I presume that a Senator's first duty, when a measure of this sort is submitted to the House, is to see first to the interests of his own Province, to see how such a measure will affect it, if it has any affect at all. I apply that rule to the Province to which I belong, and I see that it will affect Prince Edward Island only indirectly. We do not expect to trade with any part of the North-West ourselves. Our products are principally agricultural except, perhaps, those that we derive from the fisheries. Our trade with the North-West must, therefore, be small indeed. Provided the policy of the Government succeeds and produces the favorable results which its advocates anticipate, it may then afford to those of our people who wish to emigrate, an easy means of access to the North-West Territories. There is another way in which, perhaps, they may be personally affected, that is, should Halifax be made the winter port of the Canadian Pacific Railway, or should St. John be also a port for that purpose; but it does not appear that the subject of winter ports has given the Government great concern. They appear, from all that has been said to-night, to be indifferent to where the port is. It makes little matter to them whether the great traffic of the Canadian North-West is carried, to an American or to a Canadian port. I can see myself that my Province is somewhat interested in the establishment of winter ports either in New Brunswick or in Nova Scotia, or in both. In that case she might certainly reap some advantage from the projected outlay. It is true that in the United States experience shows that the lands and the agricultural interests of the Eastern States have been injuriously affected by the opening of the American North-West. The products of the rich prairie lands have come into competition with the products of eastern farms in the large cities on the Atlantic coast, and in that way landed property and the agricultural interests generally have suffered not a little by the opening up of the American North-West. We may anticipate that the agriculturists in the eastern provinces will be affected in a manner somewhat similar, but these are, perhaps, remote contingencies: but there is one, a comparatively near contingency which is certain to happen, and that is, in the first instance our burden must be increased. It is true that the members of the Government and those who support their views have argued, that the security taken is complete and that there is no fear whatever of the loan not being repaid at the time it becomes due. But we cannot altogether agree with that view of the case. Experience shows us that under similar circumstances in Canada it has happened that such loans have not been repaid, and I conceive it to be the duty of every Senator not to look at certainties, but to look at probabilities, and so govern himself, and so to legislate, that he shall provide against the occurrence of every possible contingency. We are to anticipate that seven years will make a very material difference both in the persons who are now charged with the Government of Canada and in the circumstances not only of the Canadian Pacific Railway Company but of the North-West itself. Seven years may remove the gentlemen who are now firm in power, and their successors may entertain views entirely different to those which are now held on this question of compelling a refund of this loan. It is therefore quite within the bounds of possibility, without imputing corruption to any Government, that this loan may never be repaid, and in that case my Province, as well as every other part of the Dominion, must become responsible for this debt, which I suppose will add to the debt per capita of the Dominion pretty nearly seven dollars per head. I

think it is a very serious matter, owing as we do fifty dollars per head at the present time, to add seven dollars to that amount without some pretty certain method of securing payment.

HON. MR. PLUMB—The hon. gentlemen is usually very accurate in his figures: I wish to know how he makes out that the present debt is fifty dollars per head?

HON. MR. HAYTHORNE—I do not pretend to be strictly accurate; the hon. gentleman can correct me when the proper time comes. Assuming that the debt of the Dominion now reaches pretty nearly $50 per head, this $30,000,000 which we are now about to add to our debt, under the contingency which I have stated, will add something like $7 per head more. Now, this financial view of the question is a very important one. We know very well that when Canada, or any other country, goes into a foreign market to effect a loan, that an exact and rigid inquiry is made into her circumstances, and unless a good account can be given of her resources it is not improbable that the credit of that country may be injuriously affected by the result. I look upon it that we should be exceedingly cautious how we add an amount to our indebtedness, which the leader of the Government himself has this evening stated to be an astounding amount. I would just invite attention to a circumstance which occurred in another part of the British Empire a short month ago, in India, in the ancient city of Hyderabad. It was the occasion of installing a young Prince in the position which his deceased father had occupied. There were present on that occasion the Governor-General of India and some successful British generals whose names it is only necessary for me to mention to insure respect for them—General Stewart and General Roberts. The object was the installation of this young Indian prince, whose subjects numbered no less than ten millions, and the advice which Lord Ripon gave him on that occasion was couched in these words:—

"Look to your finances—for careless and extravagant finance means—first, heavy taxation, and the ruin and poverty of the people, with increasing interest, and final bankruptcy. While reasonable economy, and just and equal taxation means ever increasing prosperity and expanding wealth."

Hon. gentlemen, I consider that those were wise words applied to an older country than our own, and probably, as far as possession of gold and silver and material wealth goes, richer than Canada, and I consider they are by no means inapplicable to us at the present time, when we propose to add, at one swoop, $30,000,000 to our debt. I am not, perhaps, so very much opposed to the completion of this road with all due despatch as many of the gentlemen with whom I co-operate, and I am, also, fully alive to the importance of a through route. I remember when the Canadian Pacific Railway Bill was before this House, that I was an advocate for the route north of Lake Superior, because I considered it was important that Canada should have within her own boundaries a way of getting from ocean to ocean. While on this subject I may say that the best and most forcible argument which I have yet heard in favor of the Government policy came, not from a member of the Government, but from the hon. gentleman who sits behind me (Mr. Girard) who impressed in the most forcible way, and in most patriotic language, his idea of the importance of being able to defend our country from whatever point we may be attacked. That is a fact which, to my mind, affords a better argument than any we have heard from the Ministers who have spoken this evening on this question. But my reasons for opposing this Bill are principally derived from the conduct of the Government themselves with reference to this measure, on account of their inaptitude for dealing with the question of colonization. It appears as if they had not properly studied that great question—as if their ideas of filling up the great North-West are of secondary importance, and the interest of the Canadian Pacific Railway Company and the Treasury of the Dominion were far superior in importance to the interests of those people whom they are inducing to settle on the prairie lands. It appears a liberal thing, indeed, to offer a man 160 acres of land if he dwells upon it. But when we consider the conditions imposed on the settler, the difficulties he has to contend with, and the

disadvantages under which he labors in consequence of the tariff, it is the gift of a foe rather than of a friend. I have here a pamphlet sent to me since I came to Ottawa. It is published in the City of Brandon and purports to give an account of the organization of a society there, and reports of some of their meetings. Now, I take it, the statements made in this report can hardly be questioned: the men are speaking from their own experience. They are brought together at a certain place to state their grievances and to take measures to provide a remedy. If the House will bear with me a few minutes I will read some passages from this pamphlet just to indicate what the feelings of the people of the North-West are. There has been much doubt and confusion upon this point. When the press which has been stigmatized by several gentlemen who have spoken here—the Opposition press—has pointed out the difficulties which are described here by the gentlemen who met at Brandon, they have been charged with a want of patriotism. I have been a constant reader of the *Globe* newspaper and I cannot charge my memory with having seen any statements in its columns such as have been described by the Minister of the Interior. I have seen the policy of the Government criticized severely enough and contrasted with the policy pursued in the adjoining country, but I do not think there is anything unpatriotic in that, because certainly if there is a better system pursued in the United States than in Canada, even supposing that system is imperfect, yet if it suits their settlers and they write home as has been stated by the hon. member from Ottawa and bring out their friends to settle alongside of them, certainly it is a successful system, whether it is open to criticism or not.

HON. MR. MACPHERSON—Our system is more liberal to the settler.

HON. MR. HAYTHORNE—It may be but it is not so well liked.

HON. MR. MACPHERSON—I believe it is, and better liked.

HON. MR. HAYTHORNE—In this pamphlet I find the following:—

"Now, however, that we have for the first time, a surplus of grain, we have discovered that the prices we obtain are not sufficient to cover the cost of production, and that we are face to face with the fact that notwithstanding all our labor and outlay we can barely subsist."

I suppose if the burden of that paragraph had appeared in the *Globe* it would have been considered unpatriotic.

HON. MR. PLUMB—It has appeared in the *Globe* though.

HON. MR. HAYTHORNE—It is the statement of a farmer who has had experience of it. The pamphlet continues:—

"No doubt a combination of unfavorable circumstances, such as early and severe frosts, together with imperfect arrangements for saving and marketing grain, have this season aggravated the farmer's condition and contributed to his discontent. Yet the fact remains that those of us whose crops were untouched by frost, and who were at the same time most conveniently situated as to markets, realized little or no profit on our produce. Our distance from the great markets of the world, the length and severity of our winters, and the scarcity of fuel, must to a great extent neutralize the exceptional advantages we enjoy of an easily cultivated and exceedingly productive soil. Such drawbacks are for the present unavoidable and would be born by us with patience."

When the *Globe* said anything about early frosts, that was considered high treason nearly.

HON. MR. MACPHERSON—Do they say that the farmer in Dakota is more fortunate?

HON. MR. HAYTHORNE—No.

HON. MR. MACPHERSON—The *Globe* did say that though.

HON. MR. HAYTHORNE—The pamphlet continues:—

"In addition to these, however, we find ourselves weighed down by the excessive charges of a railway monopoly, forced on us in despite of an Act of the Imperial Parliament in utter disregard of the urgent needs of a young and growing community. We find the lands of Manitoba, guaranteed to her by every principle of provincial equality, withheld from us by a Government whose vacillating land policy has diverted the stream of immigration from our boundaries."

Now that is a statement of practical

men, and I do not see how it is to be met by gentlemen standing up here and bringing bills of indictment against the Opposition press.

HON. MR. SMITH—Who was chair man of that meeting?

HON. MR. HAYTHORNE—I do not know.

HON. MR. SMITH—I think there were four or five young lawyers there who constituted this immense meeting.

HON. MR. HAYTHORNE—I was not reading from a report of the meeting. The pamphlet continues :—

"It is plain that there are grievances which ought not to be borne without remonstrance—resistance if necessary. But we believe that a fair representation of our condition, backed by a stern determination to have it remedied, will secure for us such universal sympathy and respect as will break down every obstacle to our ultimate success."

Hon. gentlemen may see from that the evil effects of attempting to force an unwelcome system upon the people. Here is language, the use of which is on all accounts to be deprecated. I consider it unwise for a person who has a political grievance to talk of resistance. He ought to know that under our system there is a remedy for every grievance under the sun which people can have, and they can have it legitimately redressed by legal means without talking of resistance.

HON. MR. PLUMB—We would consider the pamphlet a better authority if we knew were it came from.

HON. MR. HAYTHORNE—It is a little strange that you find farmers, who are undoubtedly a busy race of men, and who, certainly, when they settle on land have little time to spare to attend public meetings, should on two occasions have met at two distant towns for the purpose of ventilating their grievances.

HON. MR. PLUMB—I doubt if there was a farmer at those meetings.

HON. MR. HAYTHORNE—No doubt the hon. gentleman does not like it; I am quite convinced of that, on just the same principle that my hon. friend does not like the statements in the Opposition press. It is much easier, when you meet statements that are not easily answered, to call out "there is an unpatriotic man" and "there is a man who is injuring his country, who is ruining the Government policy by his statements, and injuring the Pacific Railway Company." These are much easier statements to run off than to sit down and make a logical reply to the criticisms of the Opposition press. It requires a man of no genius to run down an opponent, but it requires ability and patience to controvert what this society of farmers has stated. That society put out a declaration of rights, and it seems to me that they have acted, with the exception of the few words I have mentioned now, with great discretion and very good judgment indeed. It seems to me they put their claims in very strong and suitable language. They say :—

"Whereas, in view of the present depression in agricultural and commercial industries in the Province of Manitoba, the farmers of the Province have assembled for the purpose of expressing their views upon the causes of the said depression and the means of removing the same.

"And, whereas, the present and future prosperity of this Province depends both commercially and otherwise upon the successful prosecution of agriculture.

"And, whereas, numerous and embarrassing restrictions are placed upon the efforts made by the settlers to extend their operations and improve their condition.

"And, whereas, such restrictions are unjust and unnecessary, and have been continued in defiance of just rights of Manitoba.

"And, whereas, some of the said restrictions consist of the oppressive duty upon agricultural implements, the monopoly of the carrying trade now enjoyed by the Canadian Pacific Railway Company, and the improper and vexatious methods employed in the administration of the public lands of Manitoba.

"And, whereas, such restrictions are unjust and unnecessary, and have been continued in defiance of the just rights of Manitoba.

"And, whereas, some of the said restrictions consist of the oppressive duty upon agricultural implements, the monopoly of the carrying trade now enjoyed by the Canadian Pacific Railway Company, and the improper and vexatious methods employed in the administration of the public lands of Manitoba.

"And, whereas, the inhabitants of Manitoba are British subjects, and have made their homes here upon the representation that they would be allowed all the privileges which, as such subjects, they would elsewhere in

Canada be entitled to, and it appears that by the terms of the admission of Manitoba into Confederation they should be allowed such rights and privileges.

"And, whereas, they are denied such rights, and they find that the representative system of the Province is such that they are practically denied the privilege of securing the redress of their grievances through their representatives in the Provincial or Dominion Parliaments.

"And, whereas, a large proportion of the business of the Dominion Government is wholly connected with Manitoba and the North-West, especially the important Departments of the Minister of Railways, Public Works, Immigration and Agriculture, which should be controlled by our provincial legislature.

"And, whereas, it is the right of every British subject to call the attention of the constituted authorities to the existence of abuses and wrongs:

1. The right of Local Government to charter railways anywhere in Manitoba free from interference, and

2. The absolute control of her public lands (including school lands) by the legislature of the Province, and compensation for lands sold and used for federal purposes.

3. That the duty on agricultural implements and building materials be removed, and the Customs tariff on articles entering into daily consumption be greatly modified in the interests of the people of this Province and North-West.

4. The right of representation in the Dominion Cabinet

And that this Convention is unamiously of opinion that the Hudson's Bay Railway should be constructed with the least possible delay."

I do not identify myself with all those four demands, but as regards the duty on agricultural implements, I must say, as I said before in this House, in my judgment it is one of the most injudicious things that could possibly have been done to a new country. It more than counterbalances any possible attraction the possession of 160 acres of land would furnish to an intending settler. It bears with peculiar hardship on a new province such as Manitoba, where agricultural implemements are absolutely necessary to a farmer. It is not like a wooded country where a man requires little more than an axe and a supply of provisions to begin work; in that country where a man cannot obtain cheap mowers, reapers, threshing machines and other agricultural machinery, he is placed at a disadvantage for which it is almost impossible to compensate, and when the Dominion Government deliberately put the rate of 35 per cent. on those implements, I say they inflicted a greater and more lasting injury on the North-West than any articles published in the "Grit press," as it is called.

HON. MR. MACPHERSON—Will the hon. gentleman state the difference between the price of agricultural implements in Brandon and in St. Paul.

HON. MR. HAYTHORNE—I think I remember a debate occuring a few days ago in this House in which it was stated that agricultural implements were said to be cheaper in portions of the North-West than in other portions of Canada.

HON. MR. MACPHERSON—Or than they are in St. Paul.

HON. MR. HAYTHORNE—That is simply an illustration of the fact that your protected interests are greedy of any profit that is to be made out of a new country. A large boom in the prairie Province was anticipated, and they said: "now is our time;" they had 35 per cent. protection and all they had to do was to send in implements enough to supply the settlers, and they sent in too many.

HON. MR. PLUMB—Then they are cheaper?

HON. MR. HAYTHORNE—That is a very reasonable explanation. I daresay they are cheaper because their own greed defeated itself.

HON. MR. PLUMB—Then where is the grievance?

HON. MR. HAYTHORNE—They are obliged to sell them cheaper. If I were to put forward those statements simply on the authority of a pamphlet, however reasonable its contents may be, I should be told that my authority was not sufficient, but when I take up a blue book presented to Parliament and find that the complaints of settlers are to be found in it, and that they are all of recent date, then I come to the conclusion that these settlers do not speak without reason; that they not only speak of the manner in which the shoe of monopoly has pinched their

feet, but also give the facts. I find statements in this blue book which completely bear out many that are contained in the pamphlet.

HON. MR. MACPHERSON—What is the blue book?

HON. MR HAYTHORNE—"Sessional papers relating to the Canadian Pacific Railway, 1883-84." I find in this blue book, which is printed by order of Parliament, an important document emenating from the Board of Trade at Winnipeg. It bears the signature of the President of the Board of Trade. An hon. gentleman on the other side of the House asked me who was the chairman of the meeting reported in the pamphlet from which I quoted: it so happened that I was not reading from a report of a meeting, but at all events no fault will be found with the capacity, intelligence and experience of the gentleman whose name is attached to the document I am now about to refer to—his name is C. N. Brydges. I suppose hon. gentlemen will not object to his authority as having reference to the interests of the North-West or of Winnipeg. He writes, on the 7th day of April, 1883, a letter addressed to Charles Drinkwater, Secretary of the Canadian Pacific Railway Company, as follows:—

"SIR,—We have been instructed by the Council of the Board of Trade to send to you the accompanying copy of a letter addressed on the 20th ult., by the Board to the General Manager of the Canadian Pacific Railway Company, bearing upon the recent heavy increase in their freight tariff.

"The Board is not aware whether the increased tariff has been approved by the Governor in Council, and that therefore it cannot be bound until the Company earns ten per cent. upon its capital. If such is the case the effect upon the trade of this country will be disastrous.

"The Board trusts that this matter, so vital to the growth of the North-West, will receive the earnest attention of yourself and the Government, and your attention is specially called to the claim made, that rates must be made to cover the cost of working, which is so contrary to what was stated to be the fact when the contract with the railway company was entered into.

"We have the honor to be, Sir,

"Your obedient servants,

"C. N. BRYDGES, *President*,

"L. M. LEWIS, *Secretary*."

Now it appears, referring back a page, that the tariff to which this communication refers had been before a Committee of the Privy Council and approved by His Excellency on the 23rd of March. Without reading the whole of it I might read the result:—

"On a memorandum dated 9th December, 1882, from the Minister of Railways and Canals, submitting for approval, in accordance with the provisions of the Consolidated Railway Act, 1879, the accompanying proposed freight tariff on the Western Division of the Canadian Pacific Railway.

"That in relation thereto the Chief Engineer of Government Railways states under date the 9th of December, 1882, that though higher than the tariffs of railways in Eastern Canada, it is in his opinion so only in proportion to the comparatively greater cost of operating a railway in the North-West, and that the rates submitted are just and fair, taking into consideration the fact that the cost of fuel used on this section of railway is at least 110 per cent higher than on roads in Eastern Canada; that of labor, 45 per cent., and of general supplies, 60 per cent higher: further, that the line runs for hundreds of miles through a country but sparsely settled, and yielding, for some time to come, but a very light traffic. The tariff in question has, however, been framed with a view to the settlement of the country and the promotion of its trade, and to this end low rates have been placed on some of the more important articles; such as immigrants' effects, coal, cordwood, lumber and grain. In view of the charges which the rapid rate of settlement in the country may be expected to produce, he advises that the period for the operation of the present tariff be one year only, and he, the Minister, concurs in the above report."

On this report which is thus concurred in by the Privy Council, and which is represented to them by their Engineer-in-Chief as being just and reasonable, a very different opinion is entertained by the people of Winnipeg and by the settlers of the North-West, as will be seen by two passages which I intend to read to the House. I will read a communication to the Minister of Railways, Sir Charles Tupper, by Mr. Brydges. It is as follows:—

"The Board must call your earnest attention to the fact, that at present the trade of Manitoba is almost entirely one of imports, the country not having begun to grow much more than is sufficient to supply the wants of the large numbers of immigrants yearly coming into the country. The imports are from Europe, Eastern Canada and the United States, and the cost of transportation to the borders of the country at St. Vincent is so

very heavy as to add largely to the price at which goods must be sold—a fact, which of course, is still more onerous, from the very high rates now in force from the boundary to all interior points, and it is a question, therefore, in which the railway company is very deeply interested, because very high prices of all the commodities required and used by the inhabitants, must have an injurious effect as regards inducing settlers to come into the country."

This is the opinion of that experienced man in railway matters, Mr. C. J. Brydges. He goes on to say:—

"The Board is quite aware that the highest prices of materials, labor and fuel combined, with a present smaller traffic per mile of railway in operation, must render the cost of working a railway in Manitoba higher than in the Middle States or Eastern Canada, but it is a question worthy of very careful consideration how far unduly high rates will tend to injure the country and the consequent future growth of the traffic or profits of the railway itself."

Here follows another important statement which I think is well worthy the attention of members of the Government, although they do not appear to pay any great attention to it:—

"It is also a consideration which must not be lost sight of, that the Parliament of Canada, in fixing the terms of the contract with your Company, made those terms liberal as they are, on the distinct ground, amongst others, that the cost of working the railway could only be carried on for some years at a loss until, in fact, the country became fairly settled; and therefore the evident intention of your contract was, that rates were not to be fixed solely upon the basis of, as far as possible, covering expenses during the earlier years of operation."

Then the writer refers Sir Charles Tupper to a comparative statement of the new tariff and the old one. Not to trouble the House with the whole details of this tariff, I may content myself with giving the result, which is that the average increase on the whole was nearly 59 per cent. I will give a few items by way of example. The new freight, St. Vincent to Winnipeg, first class, was 43 cents; old freight, the same distance, 25 cents; difference, 18 cents. Winnipeg to Portage la Prairie, new tariff, 38 cents; old tariff, 26 cents; increase, 12 cents. Winnipeg to Brandon, new tariff, 65 cents; old tariff, 41; increase, 24 cents. Looking at this, does it not account for the great discontent which prevails in the North-West? Is it any wonder that settlers suffering under such an infliction as this should be discontented and ready to compare their position with that of others more conveniently situated than themselves. I am quite aware that this tariff was not long in operation, but the fact that it passed the Privy Council, that it was agreed to and adopted, and held to be just and reasonable by them, shows what a very inadequate appreciation the Government of the day has of the wants or wishes of the people of the North-West.

HON. MR. MACDONALD—What is the tariff on railways in the United States?

HON. MR. HAYTHORNE—I have nothing to do with the tariff on railways in that country. If the hon. gentleman wants to know, he had better find it out for himself. It is no part of my business to introduce the tariff of United States roads in this debate. Mr. Brydges goes on to contrast the rates of freight in the North-West with the freights payable on the Grand Trunk Railway, taking distances as nearly equal as he can find them, and in this way we learn that from St Vincent to Winnipeg, 68 miles, the rate is 43 cents per hundred pounds, first class, and on the Grand Trunk Railway, Montreal to Cornwall, a similar distance, the rate is 24 cents. On the Grand Trunk Railway, Toronto to Cobourg, 69 miles, the rate is 22 cents, a difference of 21 cents in favor of the Grand Trunk Railway. Then on the Grand Trunk Railway, Toronto to Napanee, a distance of 135 miles, the rate is 26 cents; on the Canadian Pacific Railway, Winnipeg to Brandon, 135 miles, the rate is 65 cents, a difference of 39 cents. On the Grand Trunk Railway, Toronto to Cornwall, 266 miles, the rate is 35 cents; on the Canadian Pacific Railway, Winnipeg to Broadview, 264 miles, the rate is 95 cents, a difference of 60 cents against the Canadian Pacific Railway. I could multiply those examples but I have quoted enough to show that the settlers of the North-West have a grievance, a real grievance, which the Government of the country has not thought fit to recognise. It is quite true that on representations made to them they have published a tariff much lower than this, but the animus which pro-

duced that first tariff to which I have alluded shows that the Government was not at all in sympathy with the settlers, and it is because I have found that to be the case throughout their management of the North-West—because they have shown so little appreciation of the position of the settler—that I am unable to trust them on this occasion. I believe that a splendid opportunity has been lost: it has been referred to already by one or two gentlemen who have addressed the House on this side—an apportunity of getting rid of this monopoly, which is peculiarly odious, but the Government had not thought proper to take advantage of the opportunity offered. They appear to prefer the interest of the Canadian Pacific Railway Company to the interest of the settlers in the North-West. That, I think, is a grave error under any circumstances. It is one which will most injuriously affect the future of that Province, and retard the ingress of foreign immigrants to an extent which perhaps it is difficult to understand or imagine. At the late hour at which I commenced to address the House, feeling myself somewhat wearied, I am not disposed to go into any lengthy argument to-night. I think this Government had a splendid opportunity of colonizing the North-West, and making it a prosperous and contented country. They started their present policy of letting this railway to a company at a time when the eyes of almost every nation in Europe were fixed on the North-West, and the occasion was one which was likely to create a permanent impression, not only on the minds of dealers in corn, but on the minds of statesmen, who saw a great danger in short supplies of food. Now it so happens that just previous to the time when the Government's policy was inaugurated, a great shortness of food prevailed in Europe, particularly in Ireland and in some of the countries on the continent, but it is more important for my purpose to refer to portions of the British Islands. There was undoubtedly a great shortness of supplies; the harvest had been very deficient both in England and Ireland, and to what part of the globe did the whole country look for an additional supply of food? They looked to the North-West—not to the Canadian North-West, because at that time it was not open, but to the prairie country of the Western States, because it was easy of access and supplies could be brought forward from there with rapidity. Now what was the result? The result was that her present necessities were supplied in a very rapid manner with cheap and excellent corn and there was this additional advantage, that the then existing crises—depression it was called here in Canada—was brought to a conclusion. The demand in England for American corn had a very stimulating effect upon trade in America, and trade in Canada, and thus the depression was put an end to. At that period the Government having already abandoned their two first projects for carrying on the Pacific Railway, devised an astute plan, and certainly with the attention of a large portion of Europe directed to the prairie region of the North-West as a country in which to settle emigrants, and as a region whence might be drawn large supplies of splendid wheat on occasions of scarcity, it was an advantage that the Pacific Railway should be inaugurated under such favorable auspices; but I regret to say that the Government threw away to a great extent the favorable opportunity that was thus presented, by the want of appreciation which they exhibited of the wants and necessities of settlers. If they had shown a sympathy with the wants and interests of the settlers and had not been content with simply offering them 160 acres of land free of cost, to settle on, I do believe that the advantages of the North-West would have been much better understood and appreciated than they are to-day.

HON. MR. PELLETIER—I have no intention of prolonging this debate, because I believe the facts have been pretty fully placed before the House by both sides, and I want merely to refer to a remark made by the Minister of the Interior when he last addressed the House. The hon. gentleman was rather severe against the leader of the Opposition in the other House, and I want to say one word with respect to his remarks on that point. It happened that when the hon. gentleman from Ottawa spoke about strange rumors concerning inducements that had been offered to members from Quebec to vote for this Bill, the leader of this House said he knew nothing about it. Of course I

was obliged to take his word. Then the Minister of the Interior emphatically denied that there was any truth in those rumors, and of course I am obliged to take his word also. But I am sorry to say that though it is denied I believe I have proof to the contrary. The hon. Minister of the Interior has found fault with the leader of the Opposition for not denouncing an article in the *Globe*, which was not authorised by him. I believe that if it is the duty of the leader of a party to denounce articles that appear in his party newspapers, not authorised by him, it must work the same way on both sides. If the leader of the Opposition was obliged to denounce the article that appeared in the *Globe* I believe that I have in my hand an article from a paper which surely one of the members of the present Government would be obliged under the same rule to denounce more severely. The article is from a French paper, and is very short. Though I read it in English, hon. members will be able to corroborate what I say that my translation will be accurate. The article I refer to is not from a liberal paper, but from one of the leading organs of the Government in Quebec. The editor of *L'Evenement*, writing from the gallery of the Commons on the 20th of February to Quebec sent the following article to his paper :—

"You have seen that Mr. Cameron's amendment to the Pacific Railway resolutions has been rejected by a large majority. If the French deputation had supported it, the syndicate would have been defeated. This is what has occurred :—

On Monday the members from Lower Canada, numbering thirty-five, had unanimously decided not to give their vote before having obtained from the Government the formal assurance that the claims of the Quebec Cabinet would be granted during the present session, and that the Canadian Pacific Railway would have its terminus at Quebec.

Sir Hector Langevin last evening attended the caucus of the French members and pledged himself as leader of the Conservative party to bring in a measure during this session to do justice to the demands of the Local Government, relative to the North Shore Railroad, to wit: giving $12,000 per mile on the whole length of this road from Quebec to Ottawa.

As to the terminus of the Canadian Pacific Railway he has been less explicit, and this morning some of our friends are going to see him to know what he is in a position to do.

You have, in what I have just written, the explanation of the conduct of the Lower Canadian members. They have accepted the word of Sir Hector Langevin, who, I repeat it, has given a formal guarantee that the Quebec claims will be settled during this session.

Of course, the fact that the Province has obtained the promise to have justice, to have what it is entitled to, does not justify the demand of the syndicate about which the *Canadien* still maintains the opinions he has expressed since the beginning of the debate."

The opinion of that Government organ has been most strongly expressed against the resolutions on which this Bill has been based. I will not say that French paper alone, but nearly all the French press of Quebec, expressing the opinions of the majority of the people of Quebec, with the exception of one of the papers of that Province have expressed similar opinions. Of course, the members from Quebec took a course that I cannot approve of. While I admit that they have a right to press their claims, and to make claims on the Government which may come up hereafter, I would have followed another course. My impression is that they should have voted directly against the resolutions, as they were opposed to them, and after that have pressed their claim. I believe that this would have been a more dignified course, and it would have been more in accordance with the views of the French press. In making these remarks I only want to show that the Minister of the Interior has been a little too severe, when he made it a crime on the part of the leader of the Opposition for not denouncing an article in the *Globe*, which he had not authorised. If there is an article to be denounced by any leader of a party, it is the article I have just quoted to the House. The statement in this article I must believe to be true, not only because it appears in one of the organs of the Government, but because I have heard the facts from several of the members who said they would never vote for the resolutions, unless they had an assurance from the Government that justice would be done to the Province of Quebec. I am in a position to say that the charge has been made that the members from the Province of Quebec were bribed, and the hon. Minister has not denounced the article in which that charge was contained. Therefore, it is fair to assume that it must

be true, and we must so accept it, as it has not been denounced. A great many members from the Province of Quebec are reported to have said that they would stand together, and would never vote until they got what they claimed for their Province.

HON. MR. SMITH—I did not intend to say anything to-night, but as the leader of the Opposition attacked me personally, and connected my name with the Northern Road, I feel bound to refer to the matter. While that hon. gentleman was a member of the Government and leader in this House, he labored very hard to have the affairs of that road investigated, but I think his case to-night must have been weak indeed when he had no other subject to bring forward than a matter which has been settled satisfactorily years ago; he had to go outside the question at issue, and attack a road that has always paid its debts honorably. He not only attacked it, but he used language which I can only designate as "slang," in connection with that attack. At the time of the investigation to which I have referred, I was not the Chairman of that Northern Road, but simply a member of the Board. I was then Chairman of the Muskoka Road, and the Government of which the hon. member from Ottawa (Mr. Scott) was a member, summoned the Northern Railway authorities to Ottawa, with over ten tons of books and records, and kept them here week after week during the greater part of the session, to find charges against them, which that Government thought would enable them to bring the road into their own hands and to use it for their own purposes. Now, hon. gentlemen, I think it was not becoming in the leader of the Opposition to make any such attack, when the matter had been long settled. That hon. gentleman did not tell the House that the Northern Road made a settlement with the Government, though they were given only some few weeks to pay up that enormous sum, and had they failed, the Government would have taken possession of the road for its own advantage. He did not tell the House that—to use his own words—"they put the screws" on the Northern Railway Company and made them pay $700,000 in one cheque, but he charges that Railway Company with the fact that long ago some one connected with it gave a sum of money for political purposes. I wish to inform the House that during the time I have been a member of that Board, there has not, either directly or indirectly, been a single dollar misappropriated in any shape or form, and I challenge the hon. gentleman to point out one dishonorable act done by that Board. In my judgment it would have been better if the hon. gentleman had not brought up this matter, for no doubt it was the intention of the Government of that day to use the whole road and the connection it then had, for their own political purposes. The hon. gentleman accused that road of giving money away for unworthy purposes.

HON. MR. SCOTT—To contribute to an election fund.

HON. MR. SMITH—If there was such a thing it was long before my time.

HON. MR. SCOTT—Yes.

HON. MR. SMITH—Why then should the hon. gentleman brings it up to-night and connect me with it?

HON. MR. SCOTT—I said if they had spent their money in extending the line northwards I should not have been disposed to find fault with them,—if, instead of putting that money into elections, they had put it into the Northern road.

HON. MR. SMITH—They summoned every hon. member of this House, whose evidence they thought would help them, and brought them before the Committee in the other House, but they knew well that I was pressing the Muskoka road, that the money went out of my hands, and that the corporation of the City of Toronto had placed in my hand $100,000, to use as I thought best.

HON. MR. SCOTT—There is no personal accusation against my hon. friend; it is against the Northern Railway.

HON. MR. SMITH—But that Government did not send for me, for they knew well that if I were called I would probably

show up matters that they would rather not have disturbed. I wanted to go home, and said to the Chairman of that Committee before I left Ottawa, that I wished to be called before them, and in accordance with my request I was examined there and showed them how every dollar had been expended. The hon. gentleman goes further, and bids to-night for the sympathy of the Grand Trunk Railway, but it is my opinion, although I do not know the views of the present Government that the Grand Trunk Railway Company will always get justice when they come to Parliament—that their rights will be protected as completely as they ever were; and if the Canadian Pacific Railway Company should do anything that was not for the good of the country I think it would be proper to oppose them and see that the country did not suffer in any way. The hon. gentle man also referred to the Ontario Pacific Junction Railway. Well, I do not know how that road will be constructed—I have not the means of explaining to-night—but I have been pressing, and intend to press, the interests of that road, and I trust before three years to see the iron horse running from Gravenhurst to Callandar Junction. I take that ground because I am a citizen of Ontario, and because I think that road will give the whole Province facilities for reaching the front and making connection with the Grand Trunk Railway or any other road. With reference to the debt, which it has been said the vote shortly to be given will heap upon Ontario, I am prepared to state that I believe the country will not lose a single dollar, because every cent they advance now is simply a loan which goes into the work, and which is to be paid in sections. The country will lose nothing, but on the contrary will be very much richer than it is to-day, when that road is built. In conclusion, I may say that my opponents nave frequently accused me of having voted rashly and in a way not beneficial to the country, but if I have ever given such a vote I would like them to bring it forward here to-night and confront me with the fact. I recollect that I was blamed when I voted for the union of the Provinces, and again when I worked hard for Confederation, while, still later, when I aided, so far as I was able, in building the Intercolonial Railway. I will only say that I feel myself justified in all those instances, and I shall work for the completion of the Canadian Pacific Railway until we have our own transcontinental line from the Atlantic to the Pacific. I thank the House for the very patient hearing which has been accorded me.

HON. MR. MACDONALD—I would not have spoken at all after all that has been said on this subject, had it not been for the miserable, contracted and narrow-minded views expressed by the hon. gentleman from Ottawa, and the hon. gentleman from Halifax. The latter gentleman always speaks in the same strain, and would like to build a wall at Baie Vert, and confine all expenditure and all improvement to Nova Scotia.

I am not surprised at the hon. gentleman from Ottawa feeling sore over this subject—after all his predictions of failure, and his assertions that the railway would not be built for many years. Now he sees wonderful progress and development which scatters all his prophetical utterances to the winds.

It is very certain, if the hon. gentleman speaks for his party (and I suppose he does), that the Pacific Railway would never have been built by them. They would have given us a miserable water-stretch system—with communication frozen up half the year—which would not suit the requirements of this growing country.

Time is the essence of every commercial and financial undertaking, and the hon. gentleman is arguing against well defined commercial principles, and would allow capital and property to remain unproductive, and fall into decay; whereas the true and proper principle is to bring capital into play as early as possible, and to make it productive and remunerative. Were this great undertaking to linger now, the result would be disasterous to the country, and it would cost more hereafter to replace deterioration and decay, than it will now to go on with the work.

The hon. gentleman must have been asleep for the last five years, when at this era of progress he talks of the old mixed rail-and-water system; he forgets that when that system used to be discussed in this House—the North-West was a terra incognita, in fact a "great lone land."

Now how different it is—with railway communication through it for twelve hundred miles, mining, farming and stock raising going on, and people settling in all directions. This country will not be satisfied without a through line from Montreal to the Pacific, and that cannot be had without going through British Columbia, notwithstanding anything the hon gentleman may say. With the permission of hon. gentlemen, I will read an extract from an Ontario paper on this subject. I concur in the views expressed, and think there is a fair prospect of there being realized.

"The Hamilton *Spectator* sums up the advantages to follow the decision of Parliament to press forward the construction of the Canadian Pacific Railway vigorously and secure its completion by 1886 :

Next year twenty thousand men will find employment along its line, and ten millions of money will be put into circulation.

The development of the North-West will go on at an accelerating rate, and by next autumn a quarter of a million of people will occupy the country between Lake Superior and the Rocky Mountains.

The manufactures of Ontario will flow in, giving employment to our artisans.

By the spring of 1886 a line of railway, wholly on Canadian soil, will reach from Halifax and St John to the waters of the Pacific ocean.

The junction road from Gravenhurst to Callandar will link Hamilton with the mighty system.

Swift and powerful steamers on the Pacific will bring to it the trade of China and Japan.

Our Atlantic fleet will be doubled in capacity.

The grain of our North-West will make Montreal, next to New York, the busiest port on the Atlantic.

The people of the Western States will build a line from St. Paul to Sault Ste. Marie, and the traffic of their North-West will pass to and fro over our soil.

The timber of North-Western Ontario will come into the market and refill the Ontario treasury.

The arable sections of that country will be taken up by hardy and enterprising settlers.

The merchants and manufacturers of Ontario and Quebec will take new courage ; the slight and temporary depression now felt will vanish, and the activity of 1881 will be restored.

By 1890 our Prairie country will hold a million of inhabitants. Manitoba will be the third province of the Confederation in population, and new provinces will have entered our young Dominion.

No man will then dare to avow that he opposed the construction of the Pacific Railway."

HON. MR. MACDONALD.

The motion was agreed to, and the Bill was read the second time.

BILLS INTRODUCED.

Bill (50), "An Act respecting the International Railway Company." (Mr. Plumb.)

Bill (45), "An Act to Incorporate the Owen sound Dry-Dock, Shipbuilding, and Navigation Company," limited. (Mr. Mc Lelan.)

Bill (68), "An Act respecting the Kingston and Pembroke Company." (Mr. Flint.)

The Senate adjourned at 12.10 a. m.

THE SENATE.

Ottawa, Tuesday. March 4th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

COMMERCIAL BANK OF MANITOBA BILL.

THIRD READING.

HON. MR. ALLAN, from the Select Committee on Banking and Commerce reported Bill (42) "An Act to incorporate the Commercial Bank of Manitoba," with several amendments.

The amendments were concurred in.

HON. MR. GIRARD moved the third reading of the Bill.

The motion was agreed to, and the Bill was read the third time and passed.

FRAUD IN PATENT RIGHTS BILL.

REPORTED FROM COMMITTEE.

HON. MR. ALLAN from the Select Committee on Banking and Commerce reported Bill (26) "An Act for the better prevention of Fraud in connection with the Sale of Patent Rights," without amendments. He said—I take it that this Bill will have to be referred to a Committee of the whole House. The measure con-

tains some objectionable provisions, and the Committee were not unanimous—I object to the last clause of it.

HON. MR. PLUMB—I think that this Bill should receive the serious consideration of the House as it strikes at the root of all sound commercial principles. It seeks to protect a certain class of note holders, and if this is established as a precedent, it is hard to say where it will end. We ought to hesitate before permitting any such legislation to go on our statute books. I think the Bill ought to be before a Committee of the whole House.

HON. SIR ALEX. CAMPBELL—The consideration of the report had better be postponed until Friday.

HON. MR. SKEAD—I have no wish to press the report upon the House, and I will move that it be referred to a Committee of the Whole on Friday next.

HON. MR. SCOTT—I am disposed to think that the House will not accept the Bill in its present shape, and under any circumstances I think it ought to go to a Committee of the whole House.

The motion was agreed to.

PACIFIC RAILWAY BILL.

REPORTED FROM COMMITTEE.

Pursuant to the Order of the day, the House went into Committee of the Whole on Bill (101), "An Act to amend the Act intituled, 'An Act repecting the Canadian Pacific Railway, and for other purposes."

The first clause was agreed to without debate.

On the second clause.

HON. MR. DICKEY asked why the system adopted in the original contract for paying the money subsidy had been changed?

HON. SIR ALEX. CAMPBELL said the reason was that the work which now remains to be done is of a more serious and expensive character than the work which has been done on the prairie sections. When the work was being proceeded with over the prairies, and there were no special difficulties in the way, it was fair that payments should be made on every 20 miles of road that were completed; but now when the Company are to construct the road through a very difficult part of the country, where there is very serious work to be done, such work, for instance, as he had occasion to look at in British Columbia, where in the course of two or three miles several very expensive tunnels and galleries were made—where the work instead of costing fifteen or twenty thousand dollars a mile, might cost forty or fifty thousand dollars a mile—it was necessary that some other method should be adopted than that of paying on a completed section of 20 miles, therefore the plan had been adopted that the money subsidy hereafter payable to the Company should be paid as the work proceeds, in the proportion which the value of the work done on such sections bears to the value of the whole work remaining to be done under the contract. By this new rule the Company would be paid in proportion to the work, and would be enabled to go on with it with safety to the country, and with fair consideration for the large sums of money which they might be required to disburse in a small extent of railway.

The clause was adopted.

On the third clause.

HON. SIR ALEX. CAMPBELL said this clause provides for the extending of the day of payment for $2,850,000, being a portion of the money which the Company agreed to deposit with us for the purpose of securing the three per cent. dividend guarantee. That three per cent. dividend guarantee was given upon the deposit by the Company with the Government, of money and securities to enable the country to pay the three per cent. dividend for ten years. In addition to paying a large sum of money—nearly $8,000,000—they agreed to pay this sum $2,853,000 during the present year. It is not necessary for the purpose of putting the Government in funds that this should be paid. We did have sufficient in hand for the purpose of paying the three per cent. dividend up to the time for which delay is given, to 1888; therefore, it seems to be exacting from the Company a

sum of money for which we had no use in the meantime, and which we might very safely give them a day of payment for until we had occasion to use it, and we have done that upon the strength of the security which they offer for the twenty-two and a half millions; as well as this sum for which we give them day of payment.

HON. MR. POWER thought the argument of the hon. Minister of Justice was not quite satisfactory when he said that the Government had no use for this money. The fact was that in order to loan the Company the $22,500,000 the Government would be obliged almost forthwith to borrow $15,000,000, and, clearly this money might have been used in that way.

HON. SIR ALEX. CAMPBELL admitted that the money might be devoted to that or any other purpose, but when the Government gave the guarantee for the payment of the dividend, they exacted from the Company a deposit in cash and security to enable them to meet it, and that deposit was sufficient to enable them to pay the three per cent dividend up to 1888.

HON. MR. SCOTT—Are we to understand that the cash has actually been deposited to meet the interest up to 1888?

HON. SIR ALEX. CAMPBELL—Yes, in actual cash there is deposited very nearly $8,000,000.

The clause was agreed to.

On the fourth clause.

HON. MR. HAYTHORNE said, as to the source from which this loan was to be paid the clause provided that it was to come out of any unappropriated moneys forming part of the Consolidated Revenue Fund of Canada: would it not be rather embarrassing to have these unusual drafts made on the Consolidated Revenue Fund? In the ordinary way that Fund might not be more than sufficient to meet the current expenses of Government.

HON. SIR ALEX. CAMPBELL said, of course it would be the duty of the Government to take care that if there were large drafts made on the Fund, that there was money there to replace it. The Consolidated Fund was an expression used to indicate the general resources of the country, and where those resources called for an additional supply, either by borrowing or by any other way, it was the duty of the Finance Minister to supply the funds to meet the drafts which Parliament would make on it.

HON. MR. HAYTHORNE feared that should the Government withdraw their deposits from the Banks throughout the country, where Government moneys were lying at interest or at call, the danger might arise that the funds to supply the discounts of the country would be greatly diminished and a crisis might be brought about in that way.

HON. SIR ALEX. CAMPBELL said it would be the duty of the Government to take care, in carrying out this Act of Parliament, that nothing was done to interfere, so far as they could avoid it, with the prosperity of the country, or the general mode of dealing with the Funds of the country. The hon. gentleman had not noticed that, during the last few years when large sums of money had been paid to this Company, there had been no interference with the ordinary banking business of the country. As a matter of convenience for the banks, and also with a general desire to promote the ease of commercial transactions, the Government had placed deposits in a number of banks, but there was no obligation on their part to do so. They would take care, however, in dealing with this loan, as in other matters, to interefere as little as possible with the ordinary dealings of the Government with the Banks.

HON. MR. POWER directed the attention of the hon. gentleman from Prince Edward Island to the fact that the Finance Minister had said that he proposed to borrow this money in the London market.

HON. SIR ALEX. CAMPBELL—I said so here.

HON. MR. POWER—The Minister of Justice did not directly state that the amount and character of the items of this

floating debt had already been established by the Company to the satisfaction of the Government.

HON. SIR ALEX. CAMPBELL—I stated that they have not.

HON. MR. POWER—I gathered from what the Minister said that since the resolution had been drafted, the items had been established.

HON. SIR ALEX. CAMPBELL—No, they have not been examined into at all yet.

HON. MR. POWER said he proposed to submit an amendment to this clause. The clause provided that the Government shall make a loan to the Company of a sum not exceeding $22,500,000, and an advance of seven and a half millions immediately to cover the floating debt of the Company; but he noticed that this clause made no provision, and there was no provision in the Bill, that this money should be devoted to the execution of the work which the Company had undertaken. In order to have some guarantee of that sort he would move that the clause be amended by inserting a provision that the money should be expended in the construction and equipment of the contracted line.

HON. SIR ALEX. CAMPBELL said it was already provided for in the clause.

HON. MR. POWER said that under the Bill there was nothing to hinder the Company from continuing to invest money in branch lines, and for other purposes outside of the direct and legitimate object of their contract; provided they did enough of the contracted work to satisfy the Government engineers that they would have the line completed in May, 1886, they might spend any proportion they pleased of this money on outside undertakings

HON. SIR ALEX. CAMPBELL—There was a most distinct provision that the $22,500,000 should be paid only on the work as it progressed, and then only on the certificate of the engineer, therefore it could only be paid to recoup them for moneys expended on the main line of the railway.

HON. MR. POWER said that according to the Minister's theory the Company would be bound to spend this $22,500,000 even though it should not be necessary.

HON. SIR ALEX. CAMPBELL—They cannot spend any more than the estimates from time to time of the work done on the sections.

HON. MR. POWER—According to the doctrine laid down by the Minister, the Company are bound to spend the 22,500,000 and the Government are bound to pay them that.

HON. SIR ALEX. CAMPBELL—No, but they cannot get more than that.

On the fifth clause,

HON. SIR ALEX. CAMPBELL hoped the House would see the care that was taken in providing security: the clause covered not only the property at present owned by the Company, but all future property that they might acquire. The security seemed to be as ample as ingenuity could suggest.

HON. MR. REESOR asked whether the branches and extensions would include the Credit Valley, the Ontario and Quebec, and the Toronto Grey and Bruce Railways?

HON. SIR ALEX. CAMPBELL—No, these are not branches or extensions.

On the second sub-section,

HON. MR. POWER asked for information as to the mortgages referred to—who the holders, and what the amounts, of those mortgages were.

HON. SIR ALEX. CAMPBELL said he did not know who the holders were. The mortgages were to secure bonds, and the amount of them was $5,333,000. That was the encumbrance on the extensions of the railway from Callandar to Brockville and Montreal.

HON. MR. POWER thought that the Minister of Justice had done his best to make the remedy of the Government

binding and easily enforced. That had nothing at all to do with the policy of the Bill, but simply in regard to the manner in which it was drawn. He thought that this first sub-section might be made a little more perfect by inserting in the first line the words "and equip." He thought that the Company should be bound to equip as well as to construct.

HON. SIR ALEX. CAMPBELL thought that the facts of the Company expending from seventy to eighty millions of dollars in the construction of the road, and having to run it after its completion, would be a sufficient guarantee that they would equip it.

HON. MR. POWER said that this view was based on the supposition that the Company would continue to run the road after the month of May 1886. There was a possible contingency that they might not, and it would be awkward for the Government to have the road left on their hands unequipped.

HON. SIR ALEX. CAMPBELL said the 6th clause provided for a deed of agreement being made, and if it was found necessary to add the word "equip," there would be an opportunity of doing so in the agreement, and he would take care that it should be done if it was thought necessary.

On the second sub-section,

HON. MR. ALMON moved that the following be inserted after line 49 :—

"Should the Canadian Pacific Railway Company at any time be possessed, by purchase or lease, or obtain running power over any railroad having its terminus at any sea-port save in the Dominion of Canada, it may be lawful for the Government of Canada, upon giving three months' notice, to demand immediate payment of all sums due by the Company to the Government of Canada."

He said that it is not denied that the Company intend to have their terminus on the Atlantic in some part of the United States, and Portland has been spoken of as the terminal point. It is 250 miles nearer Montreal than Halifax is, and if the Company could send the produce of the North-West by way of Portland, and the profit of the transportation would be in their own pocket, it stands to reason that they would influence all they could to go that way, to the detriment of St. John and Halifax. It is true that Halifax has the advantage of being say thirty hours nearer to Europe than Portland, but still that will be overbalanced by the fact of the Company owning this road. As a Nova Scotian he was proud of the great strides made in the North-West, and he was perfectly satisfied, as he believed his countrymen were, that money should be expended in developing its resources, but he thought they would not be satisfied when they learned that this very money was employed to divert trade which legitimately belongs to Halifax and St. John to a foreign port.

HON. MR. GLASIER—I second that amendment.

HON. SIR ALEX. CAMPBELL thought the junior member from Halifax might be held to belong to the heroic school of medicine, and considered the proposed measure to be a very drastic one, inasmuch as the mere fact of the Canadian Pacific Railway Company making any arrangements with another road having a terminus at Portland or Boston, would render the Company liable for the payment of ths whole amount loaned, within three months.

HON. MR. ALMON—I think I emphasised the word "may"; it is at the option of the Government.

HON. SIR ALEX. CAMPBELL contended that no Company could be successfully operated if such a clause as that suggested by the junior member for Halifax were adopted. It would be impossible to send the business of the Canadian Pacific Railway to Halifax, if that point were not the best place for it ; there would be competing points, and the most suitable one would naturally receive the largest amount of traffic, as the Company would necessarily choose the best route to the sea-board. The hon. gentleman from Halifax also appeared to think that part of the proposed loan of $22,500,000 would

be used by the Company for the purpose of making running arrangements with lines in the United States, but such could not be the case, as advances would only be made on certificates from the engineers that the amount asked for had actually been expended upon the construction of the main line. That danger, therefore, was entirely imaginary, and the Company could not misapply any portion of the money. He hoped the hon. gentleman would not press the amendment.

HON. MR. POWER did not think there was anything more binding in the Bill before the House (as to the way in which the Company should expend moneys received by them) than the original charter contained. The Company had certainly expended money for other purposes than the construction of the main line.

HON. SIR ALEX. CAMPBELL—Not the money which they got from the country.

HON. MR. POWER considered that, if the company expended money for purposes other than the construction of their main line, and were obliged to come to Parliament for further consideration and aid, it amounted to much the same thing as if they had spent the funds advanced to them by the Government for such outside purposes. He thought that if the junior member for Halifax belonged to the heroic school of medicine it might truly be said (after listening to the Minister of Justice) that the Minister was a member of that school who knew how to gild their pills. While he (Mr. Power) thought the amendment was not worded in the best possible way, yet he was prepared to vote for it, as the principle was, in his judgment, a proper one. He thought it was severe treatment of Manitoba to prevent that province from incorporating roads that would relieve it from the monopoly which had been granted of late to the Canadian Pacific Railway.

HON. MR. DEVER did not think that any possible advantage could arise from the motion of the junior member for Halifax. He thought the proper time for such an amendment would have been when the charter was being granted to the company. So far as he could see, the amendment, even if carried, would only be binding upon the Company until the loan of $22,500,000 was repaid by them. As the Bill read, that repayment would be made in 1891, and therefore after that time it would be quite optional with the Company to have their winter port at any point they might choose upon the coast. If it were possible to make the motion go farther, and provide that the people of the Lower Provinces should receive some equivalent for the duties which they had contributed and which had been applied towards the building of the Canadian Pacific Railway he (Mr. Dever), as a New Brunswicker, would heartily support such a motion. As the matter stood, however, no such provision was made, and he would therefore vote for the Bill as it read.

The amendment was lost on division.

On the second sub-section of section ten,

HON. SIR ALEX. CAMPBELL explained that it was thought possible the company might, before many years had elapsed, desire to enter into new transactions and pay off the debt entirely. Provision was therefore made in this subsection that they might do so if they found an opportunity, and that they might issue a new set of land grant bonds, secured upon the unsold portion of the land subsidy—upon condition that they pay the money into the hands of the Government. Supposing that the whole debt were $22,500,000, and that an opportunity offered by which the indebtedness could be paid, the company would issue $22,500,000 of land grant bonds secured upon the remaining lands, and if they could, they would sell the whole of it. In the event of their settling them all, the $22,500,000 would be paid over to the Government; or, if they could only sell one half of the amount that half would be paid to the Government, which would retain its lien upon the land, *pari passu*, for the remainder of it. In that way an opportunity is given to the Company to raise money, if they see fit, and to pay the whole, or any portion of the loan, if the money market affords a fair prospect of their being able to do so.

On the second sub-section of section eleven,

HON. MR. POWER asked why jurisdiction was taken away from the ordinary courts?

HON. SIR ALEX. CAMPBELL explained that it arose from the fact that no other court had jurisdiction over the whole Dominion, and it might be that proceedings taken in any other court would not sufficiently restrain the Company, inasmuch as the transactions might extend over several provinces.

HON. MR. POWER, while admitting there was much force in what had been said by the Minister of Justice, thought that, as the Supreme Court sat only at certain periods of the year, it might perhaps be advisable to state expressly that any Judge of that Court should have power to grant an injunction. It often happened that a great deal of mischief was done in a very short time, and unless such power were vested in a single Judge of the Supreme Court, difficulty might arise, as, for instance, when only one Judge might be in Ottawa.

HON. SIR ALEX. CAMPBELL said that the point raised by the member for Halifax had been carefully considered, but as enormous interests might be involved, it was thought better not to give such authority as was suggested, to a single Judge.

HON. MR. REESOR—Before the Committee rises, I desire, if the House will allow me, to make the following motion, namely: That the bill be amended by inserting the following clause:—

"From and after the passing of this Act, the Provinces of Manitoba and British Columbia shall have the same right to grant charters to build railways, as is now enjoyed by the other Provinces of this Dominion; nor shall any Act granting such charter be disallowed by the Dominion Government on account of anything contained in this Act or in the Act intituled, "An Act respecting the Canadian Pacific Railway Company,' nor on account of any contract entered into by the said Dominion of Canada."

HON. SIR ALEX. CAMPBELL thought his hon. friend had not considered his motion carefully, or he would not have made it. In the first place, the legislatures of Manitoba and British Columbia have a right to grant any charters they see fit, with reference to railways; it is within their legal right, part of their constitution, and there has been no attempt on the part of the Parliament of Canada to interfere with that. The hon. gentleman would perhaps remember a phrase said to have been used in another place, to the effect that "We cannot check Manitoba." It was impossible to check any Province, and the power of disallowance was only exercised when it was thought that the railways which had been granted charters by the Local Legislatures (in the strict exercise of their rights) were interfering with the declared policy of the Dominion and likely to tap the traffic of the Canadian Pacific Railway and take it to the United States. To prevent such diverting of traffic the Government have, from time to time, disallowed acts passed by the Local Legislatures of Manitoba and British Columbia. The amendment proposed that the Dominion should not disallow any such acts for the future, but the right of disallowance being conferred upon the Governor General, by our Constitutional Act of 1867, it cannot be taken away by any resolution of the Senate, or by an Act of Parliament passed by both Houses; it could only be taken away by an Act of the Imperial Parliament. The hon. gentleman, therefore, if he desired to take away the power of disallowance, should petition the Queen and the Imperial Parliament to alter our constitution.

HON. MR. SCOTT thought the hon. gentleman had moved the amendment in order to obtain an expression of opinion from the Senate as to the propriety of disallowing local acts. The hon. Minister of Justice was no doubt correct in stating that the amendment would be wholly inoperative, as it could not, of course, deprive the Government of their power under the constitution; nevertheless it would have a salutary effect if the Senate were to acquiesce in the principle that it was not desirable to debar the Provinces from the exercise of those exclusive powers which were given them under the British North America Act. He thought, if the British North America Act was

open to the interpretation which had been put upon it,—that without any reason or ground being stated, a purely local act might be disallowed—then our constitution required amending. If the Province of Ontario had exercised its power in this particular direction to the same extent as had been done in Manitoba, public opinion would long ago have expressed itself so loudly that even the present Government, strong numerically, and powerful as it is in Parliament, would not have presumed to have interfered with acts that were of a purely local character. It is well known that the principle contended for by the leader of the Government in the Senate is one which is not recognized in the leading Province of the Dominion. The Ontario Legislature claims to-day the right to run railways to any point, and to reach the American frontier at any place they choose. There are no two places where any Province of Canada and the United States come together geographically, where there is not an effort made to join the countries together by at once building a railway. That is clearly to be seen at such points as Sarnia, Windsor, Fort Erie, and other places similarly situated. Even the very railway whose interests are now being considered, proposes to build an additional bridge, for the purpose of connecting with the traffic on the other side of the line. It is a very great mistake on the part of the projectors of the Canadian Pacific Railway to insist, as they have done, upon exclusive powers, and time may prove that they will voluntarily surrender them. The motion may be considered out of order, but the direction in which it tends—the amendment of the British North America Act,—would seem to be rather desirable than otherwise.

Hon. Mr. PLUMB thought the argument of the hon. gentleman from Ottawa was a little misleading, and many would remember that the power of disallowance had been exercised to a very great extent by the Government of which that hon. gentleman had been a member, a great deal more arbitrarily and frequently than by the Government now in power.

Hon. Mr. SCOTT—Show a parallel case.

Hon. Mr. PLUMB—It would not be difficult, and the hon. gentleman must know that the acts of disallowance by the late Government were as two to one, when compared with the record of the Government which now occupies the treasury benches. It is very desirable that the traffic should be secured to the Canadian Pacific Railway, and it is particularly in the interest of the older provinces which have spent their money in constructing that road. It is well known, doubtless, to the hon. gentleman that if it were possible to tap the Canadian Pacific Railway not one ounce of freight would come down here, that could possibly be diverted to the United States.

Hon. Mr. SCOTT—I do not believe anything of the kind.

Hon. Mr. PLUMB—Were it possible for them to do so, the United States railways would carry freight to and from our North-West country almost for nothing, for the purpose of crippling the Canadian Pacific Railway. If that company desired to remove those monopolies I should not consider that it was in the interests of the older provinces. As to the constitutional side of the question (as regards this amendment) we cannot alter the fact by any resolution here, nor can we bind any future Parliament or session of Parliament. I do not see what can be gained by dividing the House upon the amendment; it is wholly inoperative, and I should not think the hon. gentleman would care about pressing it upon the House.

Hon. Mr. OGILVIE—I would like to add a word or two to what has been said by the hon. member from Niagara, about tapping this line. The loudest expressions we have had in favor of such a course have come from Manitoba, and the people there seem to be troubled because they could not get all the lines they wanted as outlets from that country. I told many of the people in that Province, last spring when I was there, that if they knew what was in the interests of their Province, and of Winnipeg in particular, they would try to keep these monopoly clauses in force as, once those clauses were removed and lines were built out of the Province, even the business of Winnipeg itself would be car-

ried away by other Western towns; it would certainly be tapped and carried away in different directions.

They are crying out the most about it at the present moment, but I do not think that there is a man in the Province of Manitoba or west of that who, if the had been asked before 1881 "whether will you have a Pacific Railway with all those clauses in its charter, or do without it altogether?" would not have voted for it. But because they have not got everything they want they now make a great noise and cry about it.

While we have a great respect for the views of the many able men who live out there, we must remember that it is a new country, and everything is done so fast in that North-West Territory, and in Manitoba also that people do not take time to think. They go to work and do things, and think of them afterwards; and I quite agree with my hon. friend from Niagara that, if not the Province of Manitoba, the the City of Winnipeg at any rate, would receive more injury by allowing railway lines running away west of that city into the United States, than any other portion of the Dominion.

HON. MR. REESOR—From the course this argument has taken I do not think that those who have read the resolution have taken the time to consider it. The broad point I wish to call attention to is this, that so far as the legislation of Manitoba is concerned in the way of chartering railways it should not be interfered with. This amendment does not take away from the power of the Dominion Government *per se*, if they have that power now. It does not affect the general principle of the Bill; it merely guarantees to Manitoba and British Columbia a right that the other provinces have enjoyed up to the present time, and what I believe they will continue to enjoy.

HON. SIR ALEX. CAMPBELL—They have that right already.

HON. MR. REESOR—But they have not been allowed to exercise it. The Minister of Justice has said that this privilege of disallowance is one that the Dominion Government has been continually exercising. I beg to differ from him as far as Railway Bills are concerned. They have not exercised this right against Ontario or Quebec, and they have not exercised it even against the Pacific Railway Company when they wished to tap the American lines, to get to an American sea-port and it is only a few moments ago, when my hon. friend from Halifax proposed an amendment to make it necessary that the Canadian Pacific Railway shall have its terminus at a Canadian port, it was opposed by the Minister of Justice who contended that they should be allowed to have an outlet wherever it could be made most profitable. I entirely agree with the position the Minister of Justice took then, because I maintain this, and we will ultimately have to come to it, no matter how much we may legislate at the present time, that the products of this country should be allowed to pass out by the cheapest possible route to the seaboard, and the products of other countries should be allowed to come in by the cheapest port, no matter whether it is by Portland, Halifax, St. John, or Quebec. If you do not admit that principle you are taxing every consumer and every producer in Canada in the interest of this Company. Now, when I wish to apply this principle to Manitoba and British Columbia the Minister of Justice objects to it.

HON. MR. MACDONALD — British Columbia has all the rights enjoyed by Ontario and Quebec, and the Legislative Acts of that Province have only been disallowed when they interfered with the rights and privileges of this Parliament.

HON. MR. REESOR—I ask only what I think will be in the interest of the country and in the interest of the Company itself. I think that the Canadian Pacific Railway Company make a very grave mistake in insisting on this monopoly. It really is more distasteful to settlers who go into that country than anything else, and so long as you deter people from settling in the country by leaving it in the power of a single railway corporation, rapid settlement of the North-West need not be expected, and consequently the less traffic will be secured for the railway. With regard to Manitoba, while that Province is struggling to make its way under the many difficulties that all new

countries have to contend with, why should their arms be tied? Why should they not enjoy the same rights and privileges that we in Ontario and Quebec enjoy? The Government would not dare to disallow any Act of the Legislatures of Quebec or Ontario.

HON. SIR ALEX. CAMPBELL—What about the Streams Bill?

MON. MR. REESOR—That is not a Railway Bill. I venture to say they have not disallowed any Railway Bill passed in Ontario or Quebec, or in any of the Maritime Provinces. The people of Manitoba do not demand much from the Dominion; they want simply the right to build railways, and why should they not be allowed to do so? Give them the right, and then perhaps it will not be very generally exercised; it is quite possible that if you allow them to exercise the right, the Canadian Pacific Railway Company will be glad to make such terms with them as are necessary to extend their branch lines to open up any portions of the country that may need railway communication.

HON. MR. GIRARD—I wish to thank the hon. gentleman who has just spoken for the interest he seems to take in the Province I represent here. He is perfectly correct when he says that Manitoba is making every effort to better her position; but I can assure this hon. House that these efforts are to secure as rapidly as possible the completion of the Canadian Pacific Railway. We all understand that it is by that means of communication from one part of the country to the other that we must render our province prosperous. Sometimes the exercise of this power of disallowance by the Federal Government is of great advantage to the country; it is part of our constitution, and it is a wise provision, for sometimes the Government of a province are forced to allow Bills to pass through the legislature which would not be passed only under exceptional circumstances, and it is sometimes in the interest of the province that such Acts should be disallowed. I think it has been in the interest of Manitoba that certain Bills have been disallowed. For a time the province was overrun with speculators who laid their plans for making money, and they thought for a time that it was necessary to govern the country not by building railways, but by the incorporation of companies for railways which would never have been built. I think that was the real position of things when the veto power was invoked, and when I see certain gentlemen taking such a keen interest in the affairs of the province which I represent, I think it my duty to inform the House of the position in which we stand. I hope the explanation I have given will be satisfactory to those hon. gentlemen. I heartily concur in the policy adopted by the Government to secure the early completion of the Canadian Pacific Railway.

HON. MR. DICKEY hoped that the hon. gentleman who presented this resolution would withdtaw it as it was entirely unecessary, because there is nothing in the Pacific Railway Act to prevent the chartering of other railway companies by the Manitoba Legislature south of the Canadian Pacific Railway. The second part of the resolution was decidedly objectionable, because it proposed to override a provision in the British North America Act. The proper course to take, if the Government had disallowed Bills improperly was to move a vote of censure. If the hon. gentleman could persuade this House to adopt it, and if there was anything in it, no doubt it would have been attempted long ago. If the hon. gentleman would turn to the 15th section of the Act, he would see that the Canadian Pacific Railway Company do not pretend to restrict the rights of the Manitoba Legislature in any way. The clause was intended to apply solely to the North-West Territory, Manitoba forming at the time even a smaller portion of that immense territory than it does now. This was no new opinion, because he (Mr. Dickey) had stated it three years ago in the debate on this question, and it was not then challenged.

HON. MR. REESOR said as so many able constitutional lawyers had given it as their opinion that this amendment was unnecessary he would with the leave of the House withdraw it.

HON. MR. MASSON from the Committee reported the Bill without any amendment.

The report was adopted, and the Bill was ordered for the third reading to-morrow.

OCEAN MUTUAL MARINE INSURANCE COMPANY'S BILL.

SECOND READING.

HON. MR. ALMON moved the second reading of Bill (20), "An Act to amend the Act incorporating the Ocean Mutual Marine Insurance Company."

The motion was agreed to and the Bill was read the second time.

CONTINGENT ACCOUNTS OF THE SENATE.

SECOND REPORT OF THE COMMITTEE.

The Order of the day having been called for the consideration of the second report of the Select Committee on Contingent Account.

HON. MR. VIDAL said—Personally, I should think it a very desirable thing that this report should be taken up at once and adopted, but in deference to the views of several members of the Committee who have spoken to me on the subject, I beg to move that it be referred back to the Committee for further consideration.

HON. MR. POWER—What is th object of referring the report back?

HON. MR. VIDAL—Several members of the Committee think there are some omissions, and it is better to refer the report back to the Committee to deal with it as a whole instead of bringing in two reports.

HON. MR. DICKEY—In addition to that the report refers to certain schedules which have not been presented for the consideration of the House, and I can only say that in the first arrangement of the salaries in 1867-68 this schedule will be found occompanying our reports in the Minutes. Again, in 1873, we find that when the readjustment took place the schedule accompanied the report. Then, in 1875, the schedule will also be found in the report. I think, under the circumstances, the Chairman has adopted a proper course, as we ought to have the means of judging what those salaries are as now presented by the scale of readjustment.

HON. MR. KAULBACH—There are some discrepancies in the report also.

HON. MR. MASSON—I think there would be a great difficulty in referring back the report to the Committee. It re-opens every decision the Committee has made, if it is referred back without saying why we re-commit it. There is another objection to the action the House is going to take: we have had before that Committee officers of the Senate who have told us that they are exceedingly pressed with work, and if we postpone the appointment of the officers recommended by the Committee, a serious delay will occur in the work of the Senate. If there are reasons for re-committing the report, they should be stated, but I doubt very much that there is a sufficient reason to render it desirable. This report should be adopted, and the Chairman should call the committee together again to decide the unimportant matters that have been omitted, instead of referring the report back for the Committee to go over the whole ground again, and perhaps change it.

HON. MR. POWER—If we refer this report back to the Committee, it must be in order that the Committee may do something which they have failed to do in the first instance, or that they may undo something which they have done. Now, it has not been alleged by anyone that there is any desire that the Committee shall do anything of the sort. My object is to show that the Committee have not failed in their duty. They decided everything that was before them to be decided, and that was necessary to be decided. They adopted the schedule of which my hon. friend from Amherst has spoken, and if anything is wrong, it is not in the action of the Committee, but in some want of action since the sitting of the Committee. I do not think that this is a case where the report should be referred back. If fault is to be found with any action of the Committee, it should be stated, and the

report should be referred back on that ground, but as I understand it there is no fault found with the action of the Committee. The better way is to adopt in this report a portion of the decisions of the Committee, and allow whoever is responsible for the non-appearance of the remainder of the doings of the Committee to supplement the present report by another report of the same Committee, which will complete the proceedings.

HON. SIR ALEX. CAMPBELL—I do not think there is any danger of the Committee misunderstanding the wish of the House in referring back the report. I dare say the practice which my hon. friend from Mille Isles has suggested is the true practice, and is the practice of the House of Commons, but in this House we have not been quite so close in our observance of it. I do not think after what has been said that the Committee would in any way go back upon the matters which they have already disposed of, but would merely supply a want which exists in the report as it is, and which is attributable to the Chairman, who thought, after the Committee rose, that some circumstance which he then learned for the first time, would have changed the opinions of the Committee on one or two questions which had been before them, had they known it.

HON. MR. VIDAL—I wish to relieve the officers of the House from any responsibility in this matter. The absence of the schedule referred to from the printed report is entirely due to me. The schedule having been prepared more particularly for the information of the sub-Committee, I thought there was no reason why it should be printed. One reason why the reference back to the Committee should be made is, they recommend in the report that two vacancies now existing for permanent messengers should be filled by the appointment of two of the present sessional messengers. Since then the question has been put to me, "what about the salary?" In the report there is no salary mentioned as being attached to the office, and the question arises, do the persons appointed merely attain a new title and retain the old salary? The Committee ought to have mentioned in their report whether these messengers are to continue under their old salary, or whether they are to have the additional salary of permanent messengers.

Another matter attracted my attention after the report had been agreed to, by which I became fully satisfied that one section of it had been adopted in actual ignorance of the circumstances of the case. Seeing that if it was embodied in the report it might create confusion, I felt it my duty to erase that clause. I am quite well aware that I assumed a great deal of responsibility in doing so, but I am sure when the Committee meets and looks into the matter they will see that I acted wisely.

HON. SIR ALEX. CAMPBELL—The report can be referred back with instructions to the Committee to amend the report by supplying any omissions therein.

The motion was agreed to.

PICTOU MARINE INSURANCE COMPANY'S BILL.

SECOND READING.

HON. MR. POWER moved the second reading of Bill (35) "An Act to incorporate the Pictou Mutual Marine Insurance Company (limited.)"

The motion was agreed to and the Bill was read the second time.

UNION TRUST CORPORATION BILL.

SECOND READING.

HON. MR. PLUMB moved the second reading of Bill (43) "An Act to incorporate the Union Trust Corporation of Canada." He said the provisions were very nearly the same as those contained in charters of the same kind which had been granted by this Parliament. He had not had time to read it over carefully, but he had no doubt it would be found that the rules had been conformed with.

HON. SIR ALEX. CAMPBELL—There are one or two points in which the Bill does not conform to Bills passed on the same subject. These points have been brought to my notice by an officer of the

House. As soon as my hon. friend decides to which Committee he will refer the Bill—I presume it will be the Committee on Banking and Commerce—I will bring these facts to the notice of the Chairman of that Committee.

The motion was agreed to, and the Bill was read the second time.

BUILDING SOCIETIES, ONTARIO, BILL.

SECOND READING.

HON. MR. ALLAN moved the second reading of Bill (B) "An Act to amend the Acts Fortieth Victoria, chapter Forty-nine, and Forty-fifth Victoria, chapter Twenty-four, being Acts relating to Permanent Building Societies and Loan and Savings Companies carrying on business in Ontario." He said :—This Bill is introduced in consequence of certain doubts which have been raised as to the extent of the borrowing powers of permanent Building Societies and Loan and Saving Societies carrying on business in Ontario. Under the existing Acts it is provided that these Companies should have the power of borrowing to the extent of double the amount of their fixed and permanent capital, not to be withdrawn ; but under the wording of the Act it left it in doubt as to whether they would not have the power of borrowing upon not only their paid up capital, but the amount of their subscribed capital as well. The consequence, if they avail themselves of that power, would be that a Company might borrow not only upon its capital—say it amounted to a million of dollars paid up—but supposing it had subscribed capital to the extent we will say of $1,500,000, it would then have the power of borrowing to double the extent of the whole capital paid up as well as subscribed. Of course the House will see that in the case of a weak company, particularly, that would be a dangerous power to give them. It has been regarded hitherto that the great security given to the public by these companies or societies in borrowing money was the amount of the paid up capital, and Parliament have always guarded that carefully in that way. What this Bill proposes is to alter the legislation so far as to provide that the amount to be borrowed shall be based not only on the fixed and permanent capital, but the paid up and unimpaired capital, and a certain portion on the subscribed capital, on which 20 per cent. has been paid up. Under the different Acts of the Legislature other large loan companies have the power of borrowing to the extent, I think, of five times the amount of their capital. By this Act it is proposed to limit the aggregate amount of money deposits in the hands of any such society to double the aggregate amount of the paid up, unimpaired and permanent capital of the society, and the words of the clause are :—

"Provided, that in no case shall the total liabilities of any such society to the public at any time exceed three times the amount actually paid up in respect of fixed and permanent capital or shares in such society, nor shall they at any time exceed the amount of principal remaining unpaid on the mortgages at such time held by such society."

The present Bill is decidedly conservative in its character, and I think it is one which is called for in the interests of the public. The only other clause to which I need advert is one which is desired by some companies as a matter of convenience for their internal economy—that the Secretary or Treasurer may be styled Manager. The 3rd clause declares :

"It is hereby declared that so much of the first section of the Act passed in the forty-fifth year of Her Majesty's reign, chaptered twenty-four, and intituled 'An Act to further amend the law respecting Building Societies and Loan and Savings Companies carrying on business in the Province of Ontario,' as requires a vote of not less than two-thirds in value of all the shareholders of the company given in person or by proxy at any general or special meeting, shall be held to apply only to the increase of the fixed and permanent capital of any company by the issue of new stock under the special provisions of such Act."

That Act was passed I think in 1882, and the object was to give those companies the power to issue stock by which they could obtain capital in Great Britain, and giving them the power to issue it in either sterling or currency, and to pay such dividends on it and to call up such payments on it as they thought fit. It was thought right, in giving them a power which had not been exercised till then, to guard it by requiring a vote of two-thirds in value of the shareholders of the

company instead of the usual way, a two-thirds vote of those present at the meeting. The object of this clause is to remove any doubts as to this provision being applicable to stock issued in the usual way by declaring that it shall be applicable only to stock issued under that Act. I propose to refer the Bill to the Committee on Banking and Commerce, where it will be carefully considered.

The motion was agreed to and the Bill was read the second time.

BILLS INTRODUCED.

Bill (47) "An Act respecting the winding up of the Springhill and Parrsboro Railway Company, and the sale of the property thereof to the Cumberland Coal and Railway Company." (Mr. Macfarlane.)

Bill (24) "An Act to incorporate the Halifax Steam Navigation Company, limited." (Mr. Almon.)

The Senate adjourned at 5:50 p.m.

THE SENATE.

Wednesday, 5th March, 1884.

THE SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

THE CANADIAN PACIFIC RAILWAY COMPANY'S BILL.

HON. SIR ALEX. CAMPBELL moved the third reading of Bill (101) "An Act to amend the Act intituled: 'An Act respecting the Canadian Pacific Railway,' and for other purposes."

HON. MR. POWER—I think my hon. friend from Niagara proposed to address the House at this stage.

HON. MR. PLUMB—My hon. friend the senior member for Halifax is so eloquent and is so accustomed to advance his arguments with cogency and clearness that I propose to wait until he addresses the House on this subject before I have anything to say. Probably all I would say would be rendered unnecessary by the arguments that the hon. gentleman will use.

HON. MR. POWER—If the hon. gentleman will agree that he shall not say anything after I have done, I do not mind going first: but inasmuch as I have given notice of an amendment, and as my hon. friend's speech is probably not directed to that amendment, but is directed to the Bill generally, and as he proposed to make it in Committee, it seems to me that it would be more appropriate that he should say what he has to say now. I do not propose to answer the hon. gentleman; I simply propose to move my amendment.

HON. MR. PLUMB—Carried!

HON. MR. POWER—Then, hon. gentlemen, I shall move the amendment of which I have given notice. It is as follows:—

That the said Bill be not now read a third time, but that it be re-committed to a Committee of the Whole House for the purpose of amending the same by inserting before the twelfth clause thereof the following clause:—

So long as any part of the loan or advance provided for by this Act, or of the interest thereon remains unpaid by the Company to the Government, none of the resources of the Company shall be expended in or towards acquiring interests in railways or railway securities in the United States, with a view to an Atlantic Ocean terminus in United States territory.

It will be observed that the amendment does not propose to hinder the Company from entering into running arrangements with companies owning railways in the United States. It does not attempt to prevent the Company from making necessary business arrangements. What it does do is to undertake to interdict the Company during the coming seven years from becoming proprietors of railways in the United States. I do not think that that is in itself a very unreasonable proposition; and it is certainly not unreasonable as I view it. I look at it naturally from the point of view of a Senator from one of the Lower Provinces of the Dominion. I do not intend to make an elaborate speech on the position of the Lower Provinces and on the reasons why I move this

amendment; but I shall try to give a brief and hurried sketch of the reasons which have led me to propose the amendment.

The Lower Provinces before Confederation had the right of managing their own affairs in every way; and it is not necessary for me to enlarge on the importance of that right. They gave up that right at the date of the Union; and the consequence has been that matters which are almost purely local in character and which in old times were managed without difficulty or delay and at trifling expense at the several provincial capitals, now involve a great deal of expense, delay and difficulty in their settlement at Ottawa. Naturally the legislation here is in the interests of the majority, and very often against the interests of the minority in the Lower Provinces. I need only refer to one Bill as an example—the Act which was passed here last Session with respect to the coasting trade—an Act which in its operation has been found very annoying to the small ship masters and ship owners of the Maritime Provinces.

HON. MR. HOWLAN—What Act is that?

HON. MR. POWER—The Act respecting masters and mates of coasting vessels.

HON. MR. HOWLAN—That is altered by legislation this session.

HON. MR. POWER—I have not seen the Bill yet; but if such a measure has been introduced, it shows that Parliament legislated last year in ignorance of the requirements of the Lower Provinces and is now undoing what should never have been done at all. The loss of the right to govern themselves is a very serious one indeed. Then, the taxation of the Lower Provinces has been more than doubled. Before Confederation, in the Province of Nova Scotia the tariff was ten per cent; in New Brunswick it was 12 1-2, and on dutiable articles it is at least double the higher figure now. It is certainly double the lower figure taking the tariff as a whole; and this although the promise was made at the time of the Union, by the gentlemen who were engineering that scheme through the Lower Provinces, that the tariff would never exceed 15 per cent. Now, when the people in the Lower Provinces come to ask themselves what they have got in exchange for what they have given up, they find that they have received very little. As far as I can remember just now, I cannot call to mind any public work—that is of any consequence—which has been undertaken since Confederation in the Lower Provinces, except the enlargement of the St. Peter's Canal. Hon. gentlemen from the Upper Provinces have told us "Oh you have got the Intercolonial Railway." I venture to say that the Intercolonial Railway has not been constructed and is not operated in the interests of the Lower Provinces, most certainly not in the interests of the cities of that part of Canada. The Intercolonial Railway, so far as it has been a benefit, has benefitted chiefly the Upper Provinces. Any hon. gentleman who will take the pains to investigate the character of the business on the Intercolonial Railway will find that that line is occupied chiefly in carrying freight down from the Upper Provinces to the sea coast and not in bringing up freight to the Upper Province.

HON. MR. MACDONALD—Perhaps there is nothing to carry.

HON. MR. POWER—I believe the hon. gentleman has never been in the Maritime Provinces, and I can therefore excuse the remark, because it is probably made through ignorance. We do not send our goods to the West. The Intercolonial Railway has simply afforded the merchants of Montreal, Toronto, Hamilton and other western cities, and the millers of the Upper Provinces, opportunities for forwarding their goods to the Lower Provinces. It has not brought any large amount of freight back. Some hon. gentleman has just mentioned coal. Coal is the only article which has passed in any considerable quantity over the Intercolonial Railway this way; and there has been some sugar of late years.

HON. MR. READ—What about fish?

HON. MR. POWER—Very little fish has come this way. The point I make is that up to the present day the principal advantages arising from the construction of the Intercolonial Railway have been reaped by the Upper Provinces and not

by the Lower Provinces. The business men of the Maritime Provinces had begun to realize that that was the real state of things when the recent proposition was made to construct the Canadian Pacific Railway. Before they had fully realized the state of things as to the Intercolonial Railway, the Canadian Pacific Railway was talked about, and the men who advocated the construction of that road gave the people of the Lower Provinces to understand that, if they had not reaped very much benefit from the Intercolonial Railway, when the Canadian Pacific Railway was constructed they would derive the benefits which they had a right to expect from Confederation; that then the ports of the Lower Provinces would become the shipping ports of the Dominion, and that the mines and manufacturers in the east would do work for the whole Dominion and would ship their goods over that road to British Columbia and to other equally remote and interesting regions. Some people are always prone to hope for the best; and the public were led to believe that there was a good deal in these promises. They were told particularly that after the construction of the Canadian Pacific Railway—and this was told at a very recent date—all the ocean-borne freight to be carried by the railway over the continent was to be shipped at some port or ports in the Lower Province. Occasionally gentlemen were definite; sometimes they said St. John, and sometimes Halifax; but at any rate all the freight to be carried over the Canadian Pacific Railway—over the great national highway of which we have heard so much—was to be shipped at a port in the Lower Provinces, and freight coming across the ocean to the railway was to be landed at Lower Province ports. Now, in order to show that I am not misrepresenting what took place, I shall give the House the language used by certain prominent gentlemen when the original contract was passing through Parliament. On the 17th December, 1880, the Minister of Public Works, Sir Hector Langevin, speaking in the House of Commons on this question, said:—

"The hon. gentleman will remember that the policy of this Parliament has not been to have a railway going through a foreign country, nor to expend millions upon an intercolonial railway to the east, and a Pacific railway to the west, for the purpose of having a road through the United States of America. We want a road on British soil; we want a road of our own; for the maintenance of British institutions upon this continent. We want a road that will be a benefit to Canada and the Canadians; but we do not want a road that will lead our emigrants through the United States."

HON. MR. PLUMB—Hear! hear!!

HON. MR. POWER—Naturally then, the hon. gentleman did not want a road which terminated at Portland or Boston. On the 14th January, 1881, the hon. Minister of Railways expressed almost similar sentiments.

HON. MR. SKEAD—May I ask what the hon. gentleman is quoting from?

HON. MR. POWER—I am quoting from historical documents some three years old.

HON. MR. SKEAD—From the Debates of the Senate?

HON. MR. POWER—No, of the House of Commons.

HON. MR. SKEAD—I may remind the Minister of Justice that another member was stopped here who was reading from a report of a speech delivered in the House of Commons.

HON. MR. POWER—The rule has been that we have not been allowed to quote speeches of the current Session. That speech was not made during the present Parliament, so it is quite old enough to be quoted. At any rate, I know several hon. gentlemen who have been in the habit of quoting speeches made in the other House in previous Sessions, so I do not see why the rule should be enforced against me. I do not intend to quote many of those speeches, because I know that they do not sound pleasantly to some hon. gentlemen. Now I shall quote from a speech delivered by the Premier on the 17th January, 1881, which will be found at page 490 of the House of Commons Debates of that year. Speaking of the leader of the Opposition that hon. gentleman said:—

"He avows his predilection for the Sault Ste. Marie Line, to run off the trade into the United States, to strengthen, to renew, to extend and develope our commerce with the United States, to the utter destruction of the great plan, basis and policy of the Dominion, which is to connect the great countries composing the Dominion from sea to sea by one vast iron chain, which cannot and never will be broken."

Then the same hon. gentleman, at page 491, said:—

"Yes; I am proud to say that if our scheme is carried out, the steamer landing at Halifax will discharge its freight and emigrants upon a British railway, which will go through Quebec and through Ontario to the Far West, on British territory, under the British flag, under Canadian laws, and without any chance of either the immigrant being deluded or seduced from his allegiance or his proposed residence in Canada, or the traffic coming from England or from Asia being subjected to the possible prohibitory or offensive restrictive taxation or customs regulations of a foreign power."

HON. MR. MACDONALD—That is done now.

HON. MR. POWER—Then I hope the hon. gentleman who applauds now, will back up his sentiments by his vote. At page 493 of the same year's *Hansard*, the same right hon. gentleman said:—

"But, sir, we desire to have the trade kept on our own side—that not one of the trains that passes over the Canadian Pacific Railway will run into the United States if we can help it, but may, instead, pass through our own country. That we may build up Montreal, Quebec, Toronto, Halifax and St. John by means of one great Canadian line, carrying as much traffic as possible by the course of trade through our own country."

Not a word said about building up Portland or Boston.

HON. MR. READ—He said, "As much as possible."

HON. MR. POWER—He said: "Not one of the trains passing over the Pacific Railway will run into the United States, if we can help it." Now is the time, I suggest, when we can help it. The Minister of Finance used somewhat similar language. At page 521, he said:—

"We have a right to expect from our supporters on this side of the House, who have always been in favor of the construction of a Pacific Railway on British territory, from the Atlantic to the Pacific, that they will support us in this scheme."

Now, hon. gentlemen, it is not out of order, I presume to cite what has been said in our own Chamber, and I shall just read a few words. The quotation would be too long, but I refer hon. gentlemen to page 260 where the hon. gentleman who is now Minister of Marine and Fisheries, expressed his sentiments at considerable length on this point. At page 271 my hon. friend from St. Boniface expressed sentiments coinciding generally with those which I have read. The hon. gentleman from York (Mr. Allan) concluded his speech in February, 1881, in this way:—

"As a Canadian, I believe that the completion of a great national line of communication from one end of the Dominion to the other will make Confederation a reality, and help more than anything else to strengthen and consolidate a British American nationality on this continent."

My hon. friend did not say a line of communication from a port in the Dominion on one side to a port in the United States on the other.

HON. MR. MACDONALD—You are opposed to that; you want to stop at the Rocky Mountains.

HON. MR. POWER—The hon. gentleman has suggested that I am opposed to a national line.

HON. MR. MACDONALD—So you are.

HON. MR. POWER—We have to deal with existing facts. The hon. gentleman from British Columbia and his friends had their way; they passed their Bill. They decided that they would have this national line; and I am only urging now that those hon. gentlemen shall be consistent, and that they shall not change their policy when they get to the eastern end of the road. If we had to begin *de novo* and build a Canadian Pacific Railway, we should probably have adopted a different policy. I am simply asking that hon. gentlemen shall be consistent. I find at page 318 of the Senate Debates that the hon. gentleman from Montarville (Mr. De Boucherville) used this language:—

"If we were to allow a branch road to be built from the Pacific Railway to the American boundary, and from that point it were continued down to some of their magnificent harbors, which is but a short distance—we might, after all our trouble and expense, find that we had constructed a road to build up a great city in the United States. And we should find ourselves in a rather ridiculous position; therefore, this monopoly of the Pacific Company is what we should desire; a monopoly which is only one against the United States and not against Canada will be for our own benefit."

Now I presume the hon. gentleman from Montarville will not be disposed to vote against the amendment which I propose, because it is simply to prevent the building up on Canadian money, of a great port in the United States. The hon. gentleman from St. John, who unfortunately has not been able to be present this session, was very eloquent on the same subject at page 338. I have only quoted from some of the principal speakers. In the House of Commons, member after member who spoke on the Ministerial side re-echoed the sentiments of their leaders; and there was something in almost every speech made in this House by hon. gentlemen who supported the measure, of the character indicated by the quotations I have made. We had amongst others the hon. gentleman who is now Minister of Interior, and who was then in the Chair. When the Bill was in the Committee he expressed sentiments in the same direction, as he did again the other evening.

It can be readily understood what the feelings of the people of the Lower Provinces were when during last autumn they found that the President of the Canadian Pacific Railway Company was engaged in negotiations with the civic authorities at Portland, with a view to making that port the Atlantic winter terminus of the great Canadian Pacific Railway. Meetings were held in different parts of the Lower Provinces and resolutions passed etting forth in pretty vigorous terms what the sentiments of the people were on the subject. Since this discussion has begun in Parliament here, and since it has been made apparent that the Government did not propose to oblige the Canadian Pacific Railway Company to locate their winter terminus in British territory, the feeling in the Lower Provinces has grown stronger. I do not think, hon. gentlemen, that it is very much to be wondered at. I have tried to point out that up to the present time the Lower Provinces have gained no commercial advantages by Confederation—in fact, very little advantage of any kind. They have been obliged to pay their share of the immense sums which the Intercolonial Railway and the canals and this Canadian Pacific Railway have cost the Dominion, and they will be obliged to pay their share of what this road will hereafter cost; and so far they have not reaped one dollar's worth of good from all that expenditure Certain contractors may have reaped individual benefits; but the people of the Lower Provinces as such, have reaped no benefit, and can derive none from this immense expenditure, unless the Atlantic winter terminus of the road is located in the Maritime Provinces. I do not think myself that that will at all compensate them for what they have expended; but still that is all that they can get in return for their outlay; and I think that, whatever may have been done in the other House, in the Senate, where we are supposed to represent the Provinces more particularly than they do in the other Chamber, the interests of the Lower Provinces in this matter should be fairly considered. It seems an exceedingly unfair thing to take the taxes which have been wrung from the people of the Lower Provinces in common with the people of the other portions of the Dominion, and to hand them over to a company which spends them afterwards in building up the port of Boston or that of Portland; and I hope that this House will express a different opinion on that subject from that which the other Chamber did.

I have already said that I do not think the amendment which I have proposed unreasonable. We cannot prevent the Company from owning what they already possess. They already own or have a controlling interest in the South Eastern Railway, and they can get to Portland without any difficulty. In no case would they have any difficulty in making running arrangements with American roads. It is absurd for hon. gentlemen to contend that the American roads might put the screws on and charge a great deal for freight from the Canadian Pacific Railway, because

the Canadian Pacific Railway Company, having a line extending as far East as Montreal, are not limited to one outlet to the Atlantic. Even apart from our own ports, there are at least three or four railways running from Montreal to Portland, Boston and New York, and if the Company controlling one of those roads undertook to impose unreasonably high rates on the freight of the Canadian Pacific Railway, another would not. In fact it is perfectly clear as a matter of business that there would be a lively competition amongst those American roads for the freight coming over the Canadian Pacific Railway. It has been said that the ports in the Lower Provinces are further from the existing terminus of the Canadian Pacific Railway, Montreal, than either Portland or Boston. That is true, hon. gentlemen; they are somewhat further, but the difference is not perhaps as great as hon. gentlemen might imagine. When freight has travelled 2,000 miles across the continent, the fact that it has to go 200 miles further, to reach St. John, or 300 miles further to reach Halifax, does not make nearly as great a difference as if it started from Montreal.

HON. MR. PLUMB—It adds one-tenth to the distance.

HON. MR. POWER—It may add one tenth; but that is not so very important under all the circumstances. As a rule, the port charges are less at the Canadian ports, and the sea voyage is considerably shorter than from the American ports. But this argument that nature is against us ought to be regarded, in Canada at any rate, as being one that is not to be combatted. All the money which has been expended by Canada—all or nearly all for which our debt has been incurred—has been spent in fighting against nature. Nature did not make Montreal the harbor of the Province of Quebec. Nature made Quebec the harbor; but money has been spent and a debt incurred, part of which has been assumed by the Government of Canada, to make Montreal what nature made Quebec. We have spent, I think, some $30,000,000 on our canals. That money has been expended in fighting against nature, and the Canadian Pacific Railway itself, in great part, is a fight against nature. Perhaps I am just now taking a somewhat extreme view. But, turning to the case before us, this Canadian Pacific road has not been built upon commercial principles. Gentlemen say that we should apply commercial principles in dealing with this Company, but we have not done so yet. If a Company were building this road by means of their own capital, or building it with a moderate subsidy, I should say; "Certainly, apply commercial principles;" but we have given them an immense subsidy; they are coming to us for a very large loan. We have obliged them to carry the road north of Lake Superior, where there is no traffic to be got. We oblige them to build through the mountains in British Columbia where the road would never have been built on commercial principles.

HON. MR. MACDONALD—If you could help it.

HON. MR. POWER—The hon. gentleman says if we could help it. The Government of which I was a follower had undertaken to build the road through British Columbia, and, I presume, would have done it. I think myself it is to be regretted that it was not continued as a Government work, instead of building it as it is being constructed. I contend that the road is not in any way being built on commercial principles. As a commercial undertaking or speculation it could never have been constructed; it never has been regarded as such, but has been looked upon as a great national undertaking. It was to be a Canadian road from sea to sea. It was to be for ourselves and not to carry business elsewhere.

So the view that I take of it is this: If this road had been built on commercial principles from the beginning, one would say, "Continue your commercial principles to the end;" but, having constructed the road from the Pacific down to Montreal on principles the reverse of commercial, I think it is too late to begin to apply commercial principles on the road between Montreal and the Lower Provinces. Now, the hon. gentleman from Victoria has had a good deal to say with respect to the remarks that I have been making to-day, but I put this question to the hon. gentleman: Supposing that the Canadian

Pacific Railway Company found it to their advantage, instead of carrying the freight of their road through to Port Moody or Esquimalt, to make their terminus at an American port, say Portland, at the mouth of the Columbia River, and undertook to acquire a road to that port as they are now doing to Portland, Maine, how would that hon. gentleman look on such an attempt on the part of the Company? Under those circumstances, if such an amendment as this was introduced to prevent the money of the people of Canada from being expended in building up Portland in Oregon, the hon. gentleman would say that the amendment was a very reasonable and proper one; and if he moved such an amendment as this I should be very happy to support him. But, because the amendment deals with the eastern terminus instead of the western terminus, the hon. gentleman does not look at it in the same light.

HON. MR. MCINNES (Victoria)—There is this difference between the eastern and western ports: While all your harbors on the Atlantic freeze up in the winter season, our ports on the Pacific do not.

HON. MR. POWER—I am surprised that the hon. gentleman, who can boast that he was born in Nova Scotia, should make such a statement as that. The hon. gentleman ought to know that the harbor of Halifax does not freeze over once in ten years; and, as far as I am aware, the harbor of St. John never freezes over at all.

HON. MR. ALMON—Because there is no water in it.

HON. MR. POWER—Hon. gentlemen might ask: "If you allow the Company to make traffic arrangements with American companies, and if you do not hinder their freight from going over those roads, what great difference does it make whether they own the road themselves or not?" I think that a very few moments' reflection will compel even the hon. gentleman from Niagara to recognize the fact that it makes a very considerable difference. If a railway company owns a road to Portland or any other American port themselves, it will naturally be to their interest to send all the freight they can over their own road to its terminus. If they simply have running arrangements with respect to the carrying of their freight with an American company, they have no such inducement. If, on the other hand, they own a road to St. John, or Halifax, or Moncton, it will be in the interest of the Company to carry the freight as far as they can over their own road. That is one of the reasons why we think it is desirable that they should own the road from Montreal to Moncton, and that they should not own the road from Montreal to Portland.

The people of the Lower Provinces, as I have already said, have paid their share for the construction of all the great public works that have been undertaken since 1867. They have paid their share of the immense cost of the Canals; they are paying their share of the enormous expenditure in connection with the Canadian Pacific Railway; and we trust that the representatives of the other Provinces will, in return, help us to gain something—although it be only a trifle—of the benefit that is to be reaped by Canada from the construction of the Canadian Pacific Railway.

HON. MR. MACDONALD—The hon. gentleman, speaking of the Intercolonial Railway, said that it was practically of no use to Nova Scotia; that it carried all the freight from the west to the east, and carried no freight up from Nova Scotia to the west. I ask the hon. gentleman this question: "Did he ever know the Intercolonial Railway to refuse to carry any freight that was offered to any part of the country? We all know, and the hon. gentleman cannot deceive us in that matter, that the products of Nova Scotia, fish and fruit, go to other parts of the world, and that there is very little produce to come from that Province into other parts of the Dominion. They can have no objection that the flour and wheat and other products of the west should be carried on to Halifax over the Intercolonial Railway. The hon. gentleman is the last member in this House who ought to speak about a through line. He knows very well that for years he has advocated the construction of a mixed route, partly

rail and partly water; partly on British, and partly on American territory, and ending at the Rocky Mountains.

HON. MR. KAULBACH—I cannot allow the remarks of my hon. friend from Halifax to go unchallenged. He has shown that he is not only the enemy of the Canadian Pacific Railway, but that he is also the enemy of the best interest of his native Province as well as of the Confederation. My hon. friend in the whole course of his speech yesterday and to-day has shown himself to be opposed to the construction of the Canadian Pacific Railway eastward.

HON. MR. POWER—The hon. gentleman must not misrepresent what I said. I never stated any thing that could be tortured into any such meaning.

HON. MR. KAULBACH—My hon. friend will find before I finish that I am right. It is well known that the Canadian Pacific Railway Company are only obliged to build the road from Callandar station west to the Pacific Ocean. Its eastern terminus was in a howling wilderness, and it was open to any Company to take up the extension of the road eastward from that point, and it was understood that if the Canadian Pacific Railway Company did not undertake it, other companies would and give us a through line of railway from ocean to ocean. My hon. friend objected to the Canadian Pacific Railway Company having spent $27,000,000 of their own money in fighting their way to the east against a gigantic competition, in order to make connection with the Atlantic seaboard. That policy my hon. friend opposed. He said that that money was misspent; that it should have gone towards building the line of railway from the other side of Lake Superior and on to the Pacific ocean. He was quite willing that this missing link north of Lake Superior should not be built. He did not see any necessity for that, but he would have been perfectly satisfied if all the money that we have voted for the Canadian Pacific Railway should be diverted from its proper use in constructing a line of our own from the Atlantic to the Pacific, and have it swallowed up in the railway system of the United States. The House will remember that my hon. friend disapproved of the money now being spent on the Nipissing link around Lake Superior—which is the only way of getting through our own country from ocean to ocean.

The hon. gentleman asserted that the early completion of the railway was a misfortune and a mistake, and even an injury to the country, yet he comes here pluming himself as the aider, the abettor, the champion and the espouser of Nova Scotia rights. I do not stand second to any member of this House in my anxiety that the interests of Nova Scotia shall be properly considered, but I cannot agree with the view taken by my hon. friend, who, in my judgment, has done much to decry the interests of our Province. That hon. gentleman talked about the taxation in the Province of Nova Scotia being larger at the present time than before the Confederation—true, we may have had smaller taxation in the past, but the advantages we have gained, the substantial benefits we have derived from being part of this Confederation far outweigh any increased taxation that has been imposed upon us.

HON. MR. POWER—Are we any bigger now?

HON. MR. KAULBACH—Yes, I maintain that in many respects we have expanded and become more important; we have industries and manufactures in our Province which would never have existed there at the present time were it not for Confederation. We have the Intercolonial Railway, and a grain elevator at the end of it, which cost some forty millions of dollars, and which has been greatly in the interests of Nova Scotia—more so than may be said of the Upper Provinces. So far as the Canadas were concerned, Montreal did not want that railway very much, because if they wished to reach the ocean in winter they had direct communication with Portland and other ports, which afforded them every needful facility for shipment. I maintain that the Canadian Pacific Railway is an enterprise with which all the interests of the Dominion are identified, inasmuch as it will afford us a direct line from ocean to ocean, and though that road has necessarily to fight against huge jealousies and rivalries, it will eventually succeed in obtaining all

those connections and advantages necessary to its full and successful operation. All that we in Nova Scotia ask, or can fairly expect, from the Canadian Pacific Railway, or the Government is that we be given greater facilities and a shorter route, in the way of competition for the winter ports, but the hon. gentleman, by the position he has taken, would shut off those facilities. Our quickest means of communication is now through a foreign country, as we must necessarily go through the State of Maine to obtain the route to the seaboard, and I ask are we to raise a Chinese wall and say to this foreign nation: "We will not allow the Pacific Railway to connect with you!" I maintain that nothing of the sort should be done, because it is in the interest of the country to continue our relations as they are at present, and have communication through the State of Maine. Railways come up from Bangor through Maine, and necessarily we must traverse nearly one third of the distance through that foreign State in order to afford a short line, and I say it is not possible for us to demand any stipulations by which the Canadian Pacific Railway would be deprived of the advantage of availing themselves of this valuable connection. It is absolutely necessary for us to utilize part of the American railway system, in order to obtain the most direct route.

HON. MR. POWER—What has that to do with the subject of the motion now before the House—the road going to Portland?

HON. MR. KAULBACH—My hon. friend claims to be a Free Trader. It has this to do with it, that we are putting ourselves in a position of antagonism to the State of Maine and to this Company, and are asking from the Company what we can never expect will be granted. I am anxious that Nova Scotia should obtain all the trade possible from every source, and I feel that by means of this Company, of Confederation, and of shorter and closer connection with Montreal, we will eventually get it, for I am confident that the Government and the Company are wide awake to the interests of the Lower Provinces, and that they will aid us in establishing closer connection with Halifax and St. Johns, and thus give us the chances for the winter port trade as far as possible. It is, however, inimical to our interests in Nova Scotia to try to impose unreasonable conditions upon the Canadian Pacific Railway. The world has looked with wonder upon this great undertaking, and has been astonished at the speed with which it has been pushed forward. It would therefore be greatly against the interests of the Dominion if any position were taken by the members of this House which would in any way militate against the speedy completion, from ocean to ocean, of this line. It is true the Company might go on and finish the road in 1891, as required by the original contract, but the interests of the country will be far better served by the earlier completion of the road. It is the general feeling throughout this Confederation, from the Atlantic to the Pacific, that the road should be built immediately, and no Government that would attempt to retard the progress of this work could retain the confidence of our people. As to the terms upon which this loan is based I think they are very favorable to the country, as the Government will simply borrow $22,500,000 at four per cent., which they will lend to the Company at the rate of five per cent. But, though a large profit would arise to this country from such a transaction, the Government have been careful to insist upon ample security being furnished by the Company, and we find that some $58,000,000 worth of land, as well as other valuable property of the Company, is pledged as security for the repayment of this loan. Perhaps the best evidence as to the nature of this security, has been afforded by the expressions of the hon. leader of the Opposition in this House, who admits that the security is ample and sufficient. That is all we should ask—it is all we want; and, therefore, I think it is to be regretted that any attempt should have been made to hamper the Company, to the injury of our best interests, in the way that is now proposed. The profit arising to the country from the difference in interest, as between four and five per cent., upon the amount of the loan, will make $225,000 every year, and, as the security is admitted to be ample, I do not think my hon. friend from Halifax is justified in taking the position

he has assumed in this matter. The Government cannot fix upon shipping ports for the railway. The Government are not dealers in grain, and cannot be expected to make Halifax the winter port, nor are the Canadian Pacific Railway Company grain merchants. They are only common carriers, and must transport whatever freight they are offered wherever they are required by the shippers to take it. Neither the Government nor the Company can fix upon any port for railway freight ; the decision in that matter rests with the merchants and shippers, and they will certainly adopt the route that suits them best. What may fairly be claimed by Nova Scotia and New Brunswick is that they should be afforded a chance to share in the business of the winter port, by means of the shortest possible route to Montreal. Much, however, rests in the hands of our own people ; our merchants might engage in the shipping of grain—an elevator is already provided at Halifax, and a strong endeavor has been made by merchants and shippers to get a large share of the importing and exporting business in their own hands. I am sorry that my hon. friend should have allowed his zeal for the party of "rule or ruin," to cause him to belittle alike the Canadian Pacific Railway, Nova Scotia and its interest in the Confederation, and that he should have lent his efforts towards destroying this great national work, in which every man, who wishes well of his country, from one ocean to the other, must feel an interest.

Hon. Sir ALEX. CAMPBELL—I cannot think it is necessary to amend the Bill in the direction proposed by the hon. gentleman, for the very provisions of the Bill are to the effect that every dollar of the loan of $22,500,000 is to be expended in the construction of the main line of the Canadian Pacific Railway. It is with reference to this amount of $22,500,000 that we are now dealing, and it seems to me idle to say that the other resources of the Company shall not be applied in any direction they see fit. When the $22,500,000 are expended on the main line, that line will be completed from end to end, and if the Company then choose to expend their other resources for the purpose of increasing their business, it is surely their own affair. We have only to deal with the money we are now going to lend them. The Bill provides, as I have already said, that it must be expended on the main line, and that, I think, is a complete answer to the speech of the hon. gentleman who has moved this amendment.

The amendment was declared lost, on a division.

The Bill was then read the third time on a division.

The SPEAKER—This Bill has been read the third time and is now ready to pass——

Hon. Mr. PLUMB—Before this Bill finally goes from us, I would like to refer to one or two matters in connection with it. In rising to speak now I think I am in order, and I believe I was in order on a previous occasion when I was supposed to have been out of order. I do not wish in any way to infringe upon the rules of the House, and I am very reluctant to take up the time of the Senate at this stage of the debate. It has been sufficiently indicated, already, that it is the intention of the House to pass this Bill, and I have no doubt that those who are opposed to it have fully indicated their intention to vote against it ; therefore, what I wish to say will be expressed in very few words. I do not intend to answer, or attempt to answer at large the arguments which have been brought against the Bill, but I think it is due to the country and the party to which I belong, as well as to this debate, that certain matters suggested by those arguments should be stated, as briefly as possible, to the House. First I shall deal with the assertion that the resources of the country are not equal to the burthen which it has assumed and is about to assume. In awswer to that, I desire to say something with reference to the public debt. I shall confine myself to figures which are to be found in the only authentic record which we have, a record which cannot be questioned—I mean the Public Accounts. The Public Accounts show the net debt of Canada year by year up to the close of the last fiscal year, and the amounts differ somewhat materially from those lately stated on the floor of

this House. I called attention to the incorrectness of the statement at the moment, and I now intend to state the exact amounts which are to be found in the Public Accounts. The debt of Canada in 1867 amounted to $75,728,641; in 1874 the amount was $108,324,964, in 1879 $142,990,187, and in 1883 $158,466,714. These are the net figures, and show that in the first seven years after Confederation the first or Conservative period of Administration the debt increased $32,596,323 or at the rate of $4,656,610 a year; during the second period of five years, that of the rule of the present Opposition the debt increased $34,665,223; or at the rate of $6,933,000 a year; while in the third period of four years after the Conservative restoration the increase was $15,476,527, or a yearly increase during the last mentioned period, of $5,158,800. I shall not enter into the question of responsibility for the increase of the public debt from 1874 to 1879. That has been a matter of frequent discussion, but I think it is proper that the late Government should be held responsible for the expenditure during that period, inasmuch as they controlled public affairs up to 1878, and also it seems but reasonable that the figures for 1878–79 (during which they ceased to control the public expenditure) should be charged to the late Administration unless it can be shown that it was needlessly augmented by their successors, because the expenditure in that year was made upon their estimates. The expenditure on capital account, for the first named period of seven years (to 1874) was $46,374,357, and the increase of debt (as I before stated) was $32,596,323, so that, consequently, there was spent out of surplus, $13,778,034. For the second period, of five years, (to 1879) the expenditure on capital account was $33,982,565, while the increase of debt was $34,665,223, thus showing a deficit of $676,658, which probably came out of the cash which was on hand, or was added to the deficits of that period. Then, for the next period of four years, from 1879 to 1883, the expenditure on capital account amounted to $37,939,954, while the increase of debt was $15,476,527, and there was spent out of the surplus which came in as yearly income, and made part of the permanent expenditure of the country, the large sum of $15,870,359. Thus it will be seen that out of receipts on account of Consolidated Fund during eleven years of Conservative rule, $29,648,393 has been spent upon public works, which might have been paid for out of Capital Account. The net interest on debt in 1879, was at the rate of 4.50, and amounted to $6,664,252, while the net interest on debt in 1883, was at the rate of 4.16, and amounted to $6,603,386,—thus showing, for the period of four years ending in 1883, an *increase* of debt of $15,287,111, and a *decrease* of interest charges on the country, of $60,876. Of the increase of debt prior to the end of the fiscal year 1874—that increase of debt about which so much has been said against the Administration of that day—there was paid to the Provinces $30,454,339, leaving only $2,143,984 as the increase of debt for other purposes,—although the total expenditure for that time was over $46,000,000. And we were told that the whole of that expenditure was for legitimate, for necessary and useful purposes, upon authority which cannot be disputed on the other side of the House. That, hon. gentlemen is the position, and part of the history of the public debt, and at the present moment the net debt, as shown by the last statement, is $158,466,714, instead of $201,000,000, as was stated during the present debate, when I ventured to question the accuracy of the gentleman who made the statement. The gross debt is $201,000,000, but in all statements which I have made, and all statements which are usually made, it is customary to deduct the sinking fund and the cash on hand from the gross debt. I do not apply this statement to any gentleman on the other side of the House, but simply state it as a contribution to the general debate, and I wish here to say that the revenues of the Dominion are ample to provide for payment of interest for Sinking Fund, and for the charges upon the Consolidated Fund for our current yearly expenditure, and, as has been shown by the accounts, we have had a large surplus during each period of Conservative administration. Now, we are told there are serious grievances in connection with the North-West, and they were brought up prominently before the House in the course of the

debate. There will probably be some other occasion when reference can be made to that subject, but being anxious not to delay the conclusion of the debate, I shall not make any further remark upon it at present than to show the House that to the end of the fiscal year 1883, there had been expended on the North-West, and in the North-West, by the Government of this country, the enormous sum of $44,952,190, being considerably more than one-quarter of the whole net debt of this country.

HON. MR. MACFARLANE—What does the hon. gentleman include in that expenditure?

HON. MR. PLUMB—I say that the total expenditure on the North-West, charged to that special account, and standing in the Public Accounts to be referred to, is $44,952,190. Of that amount, $30,859,417 has been paid out of the capital account, and $14,092,772 has been paid out of the consolidated fund, as part of our annual current expenditure. But there is another side to that question. We are now only beginning the policy of opening up that country, and we are only beginning to reap the fruits and advantages of having access to it. By the arrangements which we now propose to make, it is certain that the Canadian Pacific Railway will be completed in the shortest period of time possible, which will further add to the receipts from the North-West, by adding to the population and business, and by increasing the acreage under cultivation. The receipts from that country have been $9,342,188. From lands, the sales of which have only commenced to any appreciable extent within the last two years, or since the Canadian Pacific Railway was vigorously pushed forward by the present Administration, the receipts have been $3,144,539; the customs receipts from the North-West, outside of Manitoba—which also are only beginning—amount to $264,898, while those receipts from Manitoba itself, have been $4,855,311; and the excise receipts—which are confined mainly if not altogether to Manitoba,—amount to $651,773. The receipts from the Post Office have been $354,898. These figures should certainly be a sufficient answer to those who are claiming in such haste that vastly larger concessions should be immediately made to the North-West when so large a sum has been already expended for its advantage; and I believe that the older Provinces may be considered as having contributed the greater part of this vast sum, and should therefore be entitled to claim the utmost forbearance from those who think themselves aggrieved. They may depend upon it that their grievances, whatever they may be, will be met and dealt with in the most kindly and generous spirit. Agitators, however, have made preposterous and wicked statements, and there is no doubt that a concerted effort has been made to embarrass, hamper and distress the Canadian Pacific Railway, and at the same time embarrass, if possible, the Administration which now controls the affairs of the Dominion. I promised the House the other day, on a challenge from my hon. friend, the senior member from Halifax, that I would produce evidence in regard to some statements which I made, and which he disputed at the time. Those statements I propose to bring before the House at a suitable moment, and the Senate will perhaps accord to me the indulgence of a hearing for that purpose. I will also defer until that time the reply which I could very easily make now to the statement made with respect to the exorbitant freight charges which were made by the Canadian Pacific Railway, and I will lay before the House a comparison between its rates and those of similar lines, which I know will be gladly received by the hon. gentleman who made that statement. I say this advisedly, because I do not think that a more candid mind is brought to bear upon the consideration of public questions in this House than that of the member for Prince Edward Island to whom I refer, and therefore I am sure he will be glad to receive a fair comparison of freight rates in answer to his statement; and I shall undertake to show that that statement was undoubtedly a misleading one although made in good faith. With regard to the security which is proposed by the Company, we have the assurance of a gentleman on the other side who holds a leading position in this House, that the security is unquestionable, and therefore the only thing that remains for the Senate, is to

give its final assent to the measure which is now before us. It will then remain for the country to decide whether or not what we have done has been done in the public interest. Then it is merely a question of policy, and not a question of hazard to the country. I do not think there can be any doubt that the delay in the completion of the work would be fraught with great disaster and loss to the country. I believe that the sooner that the line can be completed the better for the Dominion at large, and that it is of vital interest to the Dominion in all its parts that the eastward-bound traffic of the Canadian Pacific Railway should enure to the benefit of the older Provinces which have provided the money, and taken the risk of its construction, have bestowed upon the settlers in Manitoba and the North-West lands which belonged to the Dominion, without fee or reward, for the express purpose of building up a country which shall be not only connected with this politically, but in some degree benefit us by its trade and by the connections which naturally exist with us, and the argument of the hon. gentleman whose amendment has just been voted down in this House, has strengthened in every respect what I have now said, because he is arguing against diverting a traffic which cannot be diverted by the process to which he objects, and which can be diverted by any schemes which draw its traffic to western competing lines, or suspend or defer the completion of the all-rail route through our own country. I am surprised that the commercial interests of this country—or any who profess to support or speak for them—should for one moment countenance any proposition either to defer or altogether to abandon the construction of the road round the lakes. I may say another thing, which is that the Canadian Pacific Railway, as it will now be constructed, is the only line on this continent which can control traffic from seaboard to seaboard, and there are three rival lines in existence and a fourth now being constructed. It is the only through line having in its hands the power of regulating prices, and the reason why this desperate attack has been made upon it is that it is well known that it offers a most formidable competition to the Pacific lines which exist on the other side of the border, which terminate west of the Mississippi. I may say also that the cost of the construction of our road, which is so fiercely criticised, which we are told is far greater than it reasonably should be, is exceedingly small in comparison with the cost of the Union and Central Pacific Railways, whose aggregate Capital is $317,000,000, though it extends only from Omaha to the Pacific, not running across the entire continent like the Canadian Pacific Railway. Those companies have received $87,000,000 and vast donations of the public lands also in subsidies from the United States. And their traffic, mostly through traffic, because they have scarcely any way traffic, amounted last year to something over $55,000,000, and that is an indication of what we may expect when our transcontinental line is completed and when we have control of a single line under the management of one Company from the Atlantic to the Pacific coast, a shorter line, with easier gradients, than any other route from ocean to ocean, and I believe there has been no line of railway constructed in North America on which the work has been done more thoroughly, more faithfully, more in accordance with the public interest, and upon a higher standard of engineering, and it is needless to say that the work has proceeded more rapidly than that upon any railway which at all compares with it in magnitude and difficulty. Nine thousand men are pushing its construction forward on the north shore of Lake Superior. I believe that it is our duty to sustain the gentlemen who have the work in hand in every possible way in their undertaking. I hope they will make money; they deserve to reap large profits, they are carrying an enormous burthen and I cannot see where they will be remunerated for the great risks involved. It was asserted that their profits would be immense but I can say that the gentlemen who composed the second syndicate, to whom the leader of the Opposition referred, may congratulate themselves that their offer was not accepted, although it was based by them on the supposition that they would not be required to construct the line north of Lake Superior, which is one of the heaviest sections, and should the Government be compelled hereafter to take possession of the road and manage it

the country may congratulate itself that it has for its money a cheaper piece of railway construction than there is on this continent or elsewhere.

In concluding these remarks, which I felt bound to circumscribe—although after what was said last night, I thought it was due to myself that I should say something on the Bill before it passed, having taken a deep interest in the project since its inception, and having taken an active part in the debates upon it elsewhere—I thank the House for having listened to me with such forbearance and kindness at the closing hour of the debate, and I beg to say I support with the greatest cordiality the Bill as it stands in its entirety, and I trust that its passage wiil be marked by the large majority in this House which usually supports the Government, and by others of our friends who are not restrained by party affiliations.

The motion was agreed to and the Bill passed.

THE SPEAKER read a communication from the Governor-General's Secretary, announcing that Sir William Ritchie would attend at the Senate Chamber to-day at 5.30 p.m., to sanction the Pacific Railway Bill.

HON. MR. POWER—I can now understand why the hon. gentleman from Niagara was so brief in his remarks to-day.

BILLS INTRODUCED.

Bill (87), "An Act to provide for the salary and travelling allowances of a Judge of the County Court of Cariboo, in the Province of British Columbia." (Sir Alex. Campbell.)

Bill (36), "An Act to authorize a further advance to the Province of Manitoba, in aid of the Public Schools therein." (Sir Alex. Campbell.)

Bill (67), "An Act further to amend the Act to incorporate the Ontario Pacific Railway Company." (Mr. Plumb.)

Bill (28), "An Act to incorporate the Canada Temperance and General Life Assurance Company." (Mr. Scott.)

Bill (58), "An Act to incorporate the Gananoque, Perth and James' Bay Railway Company." (Mr. Flint.)

Bill (40), "An Act to amend the Act incorporating the Ottawa, Waddington and New York Railway and Bridge Company." (Mr. Scott.)

INTERNATIONAL RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. PLUMB moved the second reading of Bill (50) "An Act respecting the International Railway Company." He said: This Bill seems to have for its object the extension of the powers of the International Railway Company: permitting it to increase the issue of its bonds from the original limit of $13,000 per mile to $20,000 per mile; providing also that there shall be a special general meeting called for that purpose, and that the issue of bonds shall be made under such restrictions as shall protect the shareholders of the Company. The manner in which this is provided for undoubtedly will fairly come under the discussion of the Committee to which I propose to ask the Bill to be referred, the Committee on Railways, Telegraphs and Harbors.

HON. MR. POWER—I regret that my hon. friend did not give a somewhat fuller explanation of the reasons for passing this Bill. Under the existing charter of the Company their powers to issue bonds are limited to $13,000 per mile, and this Bill proposes to give them further power, so that they may issue bonds to the amount of $20,000 per mile. Now, this is the same railway company which, during the past twelve months, has received something like $150,000 from the Government. As I understand it, the International Railway, strictly so called, has been completed. It has been built to the border of Maine, and I cannot understand why under such circumstances, the Company want power to borrow more money. The road has been completed and laid with steel rails, and I think the hon. gentleman should have given us some further reason for the Bill, the second reading of which he has moved.

HON. MR. PLUMB—My hon. friend will remember that he has stated precisely what I have said.

HON. MR. POWER—Did the hon. gentleman state that the Company had received $150,000 from the Government? I did not hear him state that.

HON. MR. PLUMB—I speak of the powers asked for in this Bill. If there are any collateral matters they will come up before the Committee to which it is to be referred. The principle of the Bill is that this Company should be permitted to increase its borrowing powers from $13,000 to $20,000 per mile. I believe there is scarcely a railway charter that does not contain that provision.

I do not think it is a question that has any other public interest if the shareholders are guarded against putting a preferential claim upon the property. If the public are warned as to what sort of a railway it is, and they are willing to put their money into it, I think the duties of this House, and of the Committee, and of Parliament, cease when that is done. I think the appropriate time to discuss any collateral questions that do not appear on the face of this Bill will be, when it takes its proper reference.

HON. MR. KAULBACH—I believe that this Bill is one, the effect of which will be to give us closer connection with the Lower Provinces, and I hope my hon. friend from Halifax will say nothing that might impair the credit of the Company in carrying it out.

HON. MR. VIDAL—If the hon. gentleman from Halifax had looked at the Bill I think he would have got all the information that is now sought from the hon. gentleman who is introducing it. The Bill specifies particularly the object that is to be attained, that is, the Company find it difficult to meet their liabilities already incurred, and although the road has been completed, it has been completed on borrowed money, and the Company find it expedient to raise additional funds.

The motion was agreed to and the Bill was read the second time.

MANITOBA & NORTH-WESTERN RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. GIRARD moved the second reading of Bill (64), "An Act to amend the Acts relating to the Manitoba & North-Western Railway Company of Canada."

He said: This measure is not absolutely a new one. Under the Act 45 Vic., cap. 80, certain parties were incorporated as a Company for the construction of a railway in the North-West Territory. This Company are now before Parliament, asking for some amendment to their charter. As the principle of this Bill has been admitted by the passing of the Act of incorporation, it is not necessary for me to enter into details. I may say, however, that the object of this measure is to allow the Company to dispose of the lands owned by them that are not required for the purposes of the railway,—to mortgage or dispose of them as the Directors of the Company may think necessary and advantageous in the construction of the road. The Bill also provides that the time for the construction of the railway shall be extended until the 31st of December, 1889. The 6th clause provides that a meeting of shareholders shall be held at least once a year. The last clause provides that it shall not be necessary, in order to preserve the priority of any bonds, to record them in the registry office, and the mortgage deeds shall be deposited in the office of the Secretary of State. As the Bill will be thoroughly examined in committee, I would ask the House that it be now read a second time.

The motion was agreed to, and the Bill was read the second time.

HALIFAX MARINE INSURANCE COMPANY'S BILL.

HON. MR. ALMON moved the second reading of Bill (27), "An Act to incorporate the Halifax Marine Insurance Company (limited)."

He said: This Bill slightly enlarges the sphere of the Halifax Marine Insurance Company, which has been in existence for some time, and I trust there will be no

objection to its being now read a second time.

The motion was agreed to, and the Bill was read the second time.

HON. SIR ALEX. CAMPBELL—As the Deputy Governor is coming down to the Senate at half past five to give the Royal Assent to the Canadian Pacific Railway Company's Bill, I move that the House adjourn during pleasure.

The motion was agreed to, and the Speaker left the Chair.

THE PACIFIC RAILWAY COMPANY'S BILL.

THE ROYAL ASSENT.

The Honorable Sir William Ritchie, Knight Chief Justice of the Supreme Court of Canada, Deputy Governor, being seated in the Chair on the Throne,

The Honorable the Speaker commanded the Gentleman Usher of the Black Rod to proceed to the House of Commons and acquaint that House "It is the Deputy Governor's desire that they attend him immediately in this House."

Who, being come with their Speaker,

The Clerk of the Crown in Chancery read the title of the Bill to be passed, as follows:—

"An Act to amend the Act intituled: 'An Act respecting the Canadian Pacific Railway, and for other purposes."

To this Bill the Royal Assent was pronounced by the Clerk of the Senate in the words following:—"In Her Majesty's name, His Honor the Deputy of his Excellency the Governor-General doth assent to this Bill."

The Deputy Governor was pleased to retire, and the House of Commons withdrew.

The House resumed, and adjourned at 5.45 p.m.

THE SENATE.

Ottawa, Thursday, March 6th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

THIRD READINGS.

HON. MR. ALLAN, from the Committee on Banking and Commerce, reported the following Bills without amendment, and they were read the third time and passed:—

Bill (20) "An Act to amend the Act incorporating the Ocean Mutual Marine Insurance Company. (Mr. Almon.)

Bill (35) "An Act to incorporate the Pictou Marine Insurance Company, (limited). (Mr. Power.)

Bill (14) "An Act to amalgamate the Board of Trade of the City of Toronto and the Toronto Corn Exchange Association. (Mr. Allan.)

BUILDING SOCIETIES, ONTARIO, BILL.

THIRD READING.

HON. MR. ALLAN, from the Committee on Banking and Commerce, reported Bill (B) "An Act to amend the Act 40 Vic. cap. 49, and 45 Vic. cap. 24, being Acts relating to permanent building societies and loan and savings companies carrying on business in Ontario," and moved that it be referred to a Committee of the Whole House.

THE SPEAKER said the usual course when a Bill was reported without amendment was to move the third reading, unless the Standing Committee recommended that it be referred to a Committee of the Whole House.

HON. MR. ALLAN said, in a similar case last session a Public Bill was taken up and referred to a Committee of the Whole House on the recommendation of a Standing Committee to which it had been referred. An opinion had been expressed by a member of the Banking and Commerce Committee that a similar course should be pursued in this case, but his (Mr. Allan's) opinion was that this Bill, having been favorably reported upon by the Banking and Commerce Committee, it was not necessary to refer it to a Committee of the Whole House. He therefore moved the third reading of the Bill.

The motion was agreed to and the Bill was read the third time and passed.

KINGSTON AND PEMBROKE RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. FLINT moved the second reading of Bill (68) "An Act respecting the Kingston and Pembroke Railway Company." He said:—This is a bill to amend the Company's Act to permit them to increase the amount of their bonds by taking up those bonds which are already due, and to provide that every branch line shall, for all purposes connected with the bonds or bonding powers of the Company, be considered a part of the railway.

The motion was agreed to and the Bill was read the second time.

SPRINGHILL AND PARRSBORO COAL AND RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. MACFARLANE moved the second reading of Bill (47) "An Act respecting the winding up of the Springhill and Parrsboro Coal and Railway Company, and the sale of the property thereof to the Cumberland Coal and Railway Company."

He said: This Bill is for the purpose of winding up the affairs of the Springhill and Parrsboro Coal and Railway Company and to legalize the sale of that road to the Cumberland Coal and Railway Company. Some doubt having arisen as to the legality of the sale, they have applied here for a confirmation of the Act. As the clauses of the Bill protect the different interests of the parties sufficiently there can be no objection to the measure.

The motion was agreed to and the Bill was read the second time.

HALIFAX STEAM NAVIGATION COMPANY'S BILL.

SECOND READING.

HON. MR. ALMON moved the second reading of Bill (24) "An Act to incorporate the Halifax Steam Navigation Company (limited)."

He said:—This is a Bill to incorporate the Halifax Steam Navigation Company, with a capital stock of $200,000, and to empower them to employ that stock in buying and selling and chartering steam vessels and ships. The head office is to be situated in Halifax.

The motion was agreed to, and the Bill was read the second time.

CARIBOO COUNTY COURT JUDGE BILL.

SECOND READING.

HON. SIR. ALEX. CAMPBELL moved the second reading of Bill (37), "An Act to provide for the salary and travelling allowances of the Judge of the County Court of Cariboo, in the Province of British Columbia."

He said:—Two sessions ago the Legislature of British Columbia passed an Act for the purpose of creating four or five County Court Judgeships—I have forgotten the exact number. When I was over there last summer I was able to satisfy the Government that the appointment of one Judge would be sufficient, and we arrived at that conclusion because I was enabled to what is called "district" the Judges of the Superior Court, and the districting of the Superior Court Judges, together with the appointment of the Judge whose salary this Bill is intended to provide for, we considered would be ample for the administration of justice in the Province.

The motion was agreed to, and the Bill was read the second time.

PUBLIC SCHOOLS IN MANITOBA BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (36) "An Act to authorize a further advance to the Province of Manitoba in aid of the Public Schools therein.

He said: Some years ago a Bill was passed authorizing the Government to contribute $10,000 a year, for three years, which are named in the Act, to the school funds of Manitoba. The House is, no doubt, aware that the lands set apart for the support of education in Manitoba have not yet been sold, and the result of

no revenue having been raised from these lands is that Manitoba is somewhat embarrassed to provide the funds necessary for the education of the youth of the Province. Before the third year mentioned in the original Act came about, the payment had been omitted to be made, and when we were asked to make it, it turned out that the time had gone by in which the power given by Parliament was capable of being exercised. This Bill proposes to renew that power to the extent of $10,000, and proposes also to give $15,000 a year for two years more. The money is to be paid out of the general revenue, and to be recouped by the sale of lands. Unfortunately, when the Government here was at one time disposed to make a sale of the lands in Manitoba, the opinion there was that the time was not opportune, and better prices would be obtained if the sale were delayed. In deference to the views of the Government of Manitoba the sale was delayed, but instead of the lands going up in price as expected, the price went down, and we have never been able to obtain the same value for them since. The necessity of the case was considerable, and I hope the Senate will, with the other House, agree that the sum mentioned, $10,000 for the first year, and $15,000 a year for the next two years, is a reasonable addition to make to the expenses of education in Manitoba.

HON. MR. GIRARD—I wish to draw the attention of this House to the principle of this measure, as it is to aid the advancement of education in my Province, and I trust it will be treated with as much liberality as possible. The feature of the Bill to which I am opposed is the mortgaging of so considerable a portion of the lands of the Province for this purpose. It seems to me it would be a great deal better if those lands were transferred to the Province; the Local Government would then have the whole of the responsibility, and the Federal Government would not be exposed to be troubled as they now are from time to time in reference to this question. There is no one to look after those properties, and depredations are committed on them, squatters are going in and settling on them, and many difficulties will have to be decided in reference to those lands. It seems to me that the whole of the school lands in Manitoba should be transferred to the Province, and I am only doing my duty in calling the attention of the Government to the fact that it should be done as soon as possible. The Government of Manitoba would take the responsibility for their management and would not be obliged to come to this Parliament begging assistance for the advancement of education in that Province.

HON. SIR ALEX. CAMPBELL—I always listen with the greatest deference to the remarks which fall from the hon. gentleman from Manitoba, and more particularly to his remarks with reference to the affairs of his own Province. The question of handing the school lands over to the Province has been considered very carefully by this Government, at the instance of the Premier of Manitoba, but we did not feel that we would be justified, in the face of the trust imposed on us by the original Act of Manitoba, in handing over these lands to that Province. By that Act a trust was created, to be discharged by the Government of the Dominion, not only with reference to the present population of Manitoba, but with reference to its future population. No suggestion was made at the time the Act was passed, in any way, that the land should be handed over to the Government of the Province. I feel that, year by year, the condition of things in Manitoba is becoming more stable, and more confidence may justly be reposed in the administration of the public affairs of the Province, but this Government have not thought that they would be justified in yielding up to the Government of Manitoba, or to any other persons, the trust which is reposed in them by the constitution in reference to those school lands, which, of course, are to be considered, and will be considered, no doubt, as devoted to a very sacred purpose which we should all cherish, and a trust which once undertaken should not be lightly given up. For these reasons the Government of the Dominion have felt that they could not accede, with reference to school lands, to the request of the Government of Manitoba. I make these few remarks entirely out of deference to the views expressed by the hon. gentleman from St. Boniface.

The motion was agreed to and the Bill was read the second time

ONTARIO PACIFIC RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. PLUMB moved the second reading of Bill (67) "An Act further to amend the Act to incorporate the Ontario Pacific Railway Company."

He said:—The Company ask that an amendment shall be made to the right they have to bridge over the River St. Lawrence, by permitting them to construct as part of, or in connection with their railway bridge over the River St. Lawrence, a passage floor or way for horses, carriages and foot passengers: and they may make the same either during the construction of the said railway bridge, or at any time after the completion thereof; and in the event of their electing to construct such passage way or foot bridge, they may make, amend, repeal, re-enact and enforce all such by-laws, rules and regulations as seem to them proper and necessary, as to the management, control and use thereof, and as to the tolls and fares to be received and charged for passing the same,—such by-laws, rules and regulations and tariff of tolls and fares, and every amendment or re-enactment thereof, to be subject to the approval of the Governor in Council.

As this is a measure in the public interest there can be no reason why the Bill should not pass its second reading.

HON. MR. SCOTT—Does it name terminal points?

HON. MR. PLUMB—I have not got the Act before me, and I do not precisely know. The Company have the power to build the railway bridge; all they ask is the privilege of accomodating the public by making a part of that bridge a foot and carriage bridge.

The motion was agreed to, and the Bill was read the second time.

CANADA TEMPERANCE ASSURANCE BILL.

SECOND READING.

HON. MR. SCOTT moved the second reading of Bill (28), "An Act to incorporate the Canada Temperance and General Life Assurance Company."

He said: This Bill proposes to incorporate the persons who are named in the first section, under the name of the Canada Temperance and General Life Assurance Company. The Bill requires that $100,000 shall be subscribed to the guarantee fund, and $50,000 paid up, before the Company shall go into operation. It contains also the other provisions which are usual in acts of incorporation of this nature, which will, no doubt, be closely scanned by the Committee to which it is to be referred. There are some features of it, however, which are new to our legislation. One clause requires that a majority of the directors of the Company shall be total abstainers, and the Bill also authorizes the Company to enter the assured under two distinct classes, one known as a general class and the other as a temperance class. The accounts are to be kept under two distinct classes, the profits of the one class going entirely, in the aggregate, to that particular class, and the other being treated in a similar way. Although this legislation is new to Canada, yet it is not new in other countries. Several associations of a similar character exist under the authority of charters both in England and Scotland, and the working out of the system has been watched with very general interest by those who give any attention to the influence of total abstinence from intoxicating liquors on the prolongation of human life. I have here tables extending over a considerable period of years indicating clearly that human life is considerably prolonged by abstaining absolutely from the use of intoxicating liquors. This Bill will give those of us who have faith in that principle an opportunity of testing it in Canada, and I am quite sure that the results will demonstrate with equal force and clearness that what has been contended for will be borne out by the facts: that is to say, that human life is naturally prolonged in the case of those who abstain totally from intoxicating drinks. It seems but a reasonable proposition that those who have faith in that principle should be allowed to organize an insurance association where they would benefit by any profits that flow from the longer duration

of life. Although we are all aware that insurance companies in issuing policies now exercise a good deal more discrimination than they did in former years, yet there is no association of the kind in Canada that insists on any of the assured being total abstainers.

HON. SIR ALEX. CAMPBELL—I am not inclined to oppose the motion for the second reading of this Bill, but I do not quite understand why the people who adhere to cold water should single themselves out as saints from the rest of the world, whom they believe to be sinners, for a life insurance of their own. They have all the benefits that cold water can give them, and why should they single themselves out for special life insurance? The question arises, do they propose that no stockholder shall be able to take wine, or that that shall only apply to those whose lives are insured? These are questions which I hope will closely engage the attention of the Committee. I do not wish to be illiberal, but these gentlemen have all the latitude they desire in the exclusive use of cold water, and I do not suppose they want to make money on that basis. I should rather see them in this matter mix with the rest of the world.

HON. MR. SCOTT—It is not a question of morality or immorality; I made no reflections on those who choose to exercise their undoubted right to drink what they please, but I say that in the formation of a society or association where an annual tax, under the name of a premium, is imposed, if total abstainers believe that that premium could be considerably reduced by those who form the association abstaining from intoxicating liquors, then I think Parliament should be slow to refuse them the privilege. I say, in the experiments which have already been made, both in England and Scotland, it is proved beyond all possibility of question that human life has been very considerably shortened where parties have indulged in what are known as the drinking usages of society, as compared with those of total abstainers. My hon. friend knows that all life insurance companies agree pretty closely on the tables as to the duration of human life, and my hon. friend will understand that this association, like nearly all the others, has the mutual element. The profits in one class are very much greater than the profits in the other. Now, in the table which I have under my hand, I find that in one year the estimated number of deaths of total abstainers was 100, while the actual number of deaths was 80; whereas of those in the general class, and not total abstainers, the number estimated for the year was 180, and the number of deaths was 186. Hon. gentlemen will see clearly that a number in excess of the estimated deaths occurred among those who were entered in the general class, whereas one-fifth less than the estimated number died in the class where they were total abstainers. The table shows a very marked difference between the two classes in this respect from year to year.

HON. SIR ALEX. CAMPBELL—What about the stockholders?

HON. MR. SCOTT—It is a mutual company and after a certain term the guarantee will be absorbed by the company.

HON. SIR ALEX. CAMPBELL—Can I, for instance, be a stockholder?

HON. MR. SCOTT—Yes.

HON. SIR ALEX. CAMPBELL—Where is the temperance part of it?

HON. MR. SCOTT—The temperance people are entered as a special class and get the profits of their own section.

HON. MR. ALMON—I think from what we have seen of the temperance advocates in this House and the way in which they bring up the temperance question in season and out of season, they are suffering from one disease—that is, water on the brain.

HON. MR. DICKEY—I do not know exactly where my hon. friend below me (Mr. Scott) gathers his statistics, but he reminds me of a story which is current in Nova Scotia of an eminent temperance Judge on the Bench in that Province who was struck with the hale apperance of a witness and seized the opportunity to point

a moral. The Judge asked him how old he was, and the reply was eighty-five. "What are your habits?" asked the Judge. "Strictly temperate; I have not drank anything since I was a boy." "There my friends," said the Judge, "is a lesson for you all as to the effect of abstaining from liquor." In the course of an hour or two another witness was examined, whose fresh and vigorous appearance attracted the attention of the Judge, who asked him his age. "I am ninety-three," was the answer. "You have heard what the other gentleman said—what are your habits?" "Well," said the witness, "I have not gone to bed sober for the last fifty years."

Hon. Mr. FLINT—Would my hon. friend consider that a reason why he should go to bed drunk? I am sure he does not. If he would go through the whole number of persons in that Court and ask them the same questions, I think he would find that the man who had never gone to bed sober for 50 years of the 93 he had lived was an exception to the general rule. I have been a total abstainer for 57 years and I think I stand here a fair example of what cold water will do. I have not read the Bill, but I think my hon. friend the Minister of Justice is a little too sharp on that matter. I know he is fond of taking his wine, and I do not blame him: I never thrust my opinions on any one, nor will I allow any one to do so with me. I think the Bill is in the right direction. If there is any way that we can induce people to drink less liquor, I think they will be the better for it. That is my experience now for nearly 57 years, and should I live to be 93 I would rather die a sober man than to go to bed and wake up in the morning, as the nigger said, to find myself stone dead-drunk. I hope the the Bill will receive the support of the House.

Hon. Mr. VIDAL—I do not think it is becoming the dignity of this House that this subject should be treated with the levity that has been manifested in this discussion. I do not know why it is, but the very word temperance seems to excite some people to such a degree, even when it is introduced in connection with a mere business matter, that they make all sorts of extraordinary statements, such, for instance, as that made to-day by my hon. friend from Halifax, who speaks as though we had every day during this Session in some way brought up this subject. I believe this is the first occasion on which it has been mentioned at all and I think it must be rather on his brain than on the brains of the cold water people. I do object, even in levity and play, that a very serious charge should be brought against those who act with me in this matter, by saying that we call ourselves saints and consider others sinners. There never was a more unfair charge.

Hon. Sir ALEX. CAMPBELL—I retract it.

Hon. Mr. VIDAL—You ought to retract it. We make no such pretensions. We esteem those about us who differ from us, as highly as those who think with us, and I am sure that no one in this House can say of the hon. member for Belleville and myself, that in mixing with our friends who do not think with us in this matter, we ever disturb their peace or in anyway try to infringe on their liberty. At the same time we claim, as he very rightly said, the right to exercise and act on our own judgment, without being subjected to jokes, or reproaches, or anything of the kind. What is the Bill before us? It is simply a Bill for the formation of a life insurance Company. The word "temperance" being added to it is only in the name. It proposes to do the same business that is done by a good many companies in the old country, and by not a few in the United States.

The results of very careful calculations, and the records of business, show the fact mentioned by the hon. gentlemen from Ottawa—namely: that those who abstain from the use of strong liquors, do, on the average, live a much longer number of years than those who use them.

Now, while there is nothing so uncertain as individual life, there is nothing more certain than the average duration of life, as we find from the figures in the tables of insurance companies, and they form a reliable basis upon which all this information may be calculated. As a matter of fact, it has been shown that the profits from policies held by total abstainers have

been three times as large as those received from others, just because a smaller number have passed away, and a less amount has been paid by the company. It is simply a commercial principle, and I do say that the mere insertion of the word temperance ought not to provoke such an amount of irascibility as seems to be aroused whenever the term is mentioned.

HON. SIR ALEX. CAMPBELL—I do not think any great amount of feeling has been excited, but what has been said was merely for the purpose of illustrating the Bill, which did not seem to be of a very satisfactory character.

HON. MR. WARK—I think the hon. gentleman who introduced this Bill has very satisfactorily shown that there is a distinction to be made between those who drink and those who do not, and there can be nothing wrong in the principle of the Bill. It is quite proper for Insurance Societies to make a distinction between the countries in which assurers may or may not live, and if they claim the right to travel abroad and go into other countries they sacrifice the benefits of their polices, unless they pay a larger amount of premium; and the discriminating by a company, as between those who drink and those who do not, would seem to be fully warranted I may tell the hon. gentleman opposite, who told us of a man who lived to be 93 years of age, and who went to bed every night drunk, that I think the story wants confirmation, and I very much doubt the truth of it; you will occasionally meet with a man who has been consuming liquor for a long period; but a total abstainer may in the course of his life see several generations of drunkards go to their graves. I think the Bill ought to pass, and in my judgement it is a reasonable one.

HON. MR. DICKEY—Our proceedings are sufficiently grave, I think, to allow us occasionally to infuse a little pleasantry into our discussions, without being exposed to any reproach, and I think my hon. friend from Sarnia will perhaps come to that conclusion, on reflection. As regards the Bill itself, I see no serious objection, though many trifling faults might be found with it, and if my honorable friend had not pressed his views upon us to the effect that it was not possible for a man to live long if he drank, I should not have said a word about it. I think we are all satisfied that it may be possible for a man who drinks nothing stronger than cold water, to live a long time, but it is equally a positive fact that a man who takes wine occasionally, and hardly any cold water, may live a great many years.

The motion was agreed to, and the Bill was read the second time.

OTTAWA, WADDINGTON AND NEW YORK RAILWAY AND BRIDGE CO'S BILL.

SECOND READING.

HON. MR. SCOTT moved the second reading of Bill (40) "An Act to amend the Act to incorporate the Ottawa, Waddington and New York Railway and Bridge Company."

He said: The object of the Bill is, in the first place, to extend the time for commencing and completing the road, and also for authorizing a larger amount of bonds for certain sections of the road, the amount being placed at $20,000 per mile, on what is called the St. Lawrence bridge section, instead of $15,000 per mile, as was provided in the original charter. There are other details, that do not affect the principle of the measure in any way, and which can be enquired into by the Committee to which the Bill will be referred.

The motion was agreed to, and the Bill was read the second time.

BILL INTRODUCED.

The following Bill from the House of Commons was introduced and read the first time:—

Bill (22), "An Act for conferring certain privileges on the more advanced bands of the Indians of Canada, with the view of training them for the exercise of municipal powers." (Sir Alex. Campbell.)

The Senate adjourned at 4.30 p.m.

THE SENATE.

Ottawa, Friday, March 7th, 1884.

The SPEAKER took the Chair at Three o'clock

Prayers and routine proceedings.

PROVINCIAL BANK BILL.

THIRD READING.

HON. MR. GIRARD moved the third reading of Bill (39) "An Act to incorporate the Provincial Bank,"

The motion was agreed to, and the Bill was read the third time and passed.

OWEN SOUND DRY DOCK COMPANY'S BILL.

SECOND READING.

HON. MR. McCLELAN moved the second reading of Bill (45) "An Act to incorporate the Owen Sound Dry Dock Shipbuilding and Navigation Company (limited)."

He said:—This is a Bill which originated in the other House, and having passed there, has come in its regular course before the Senate. Hitherto the corporation has been operating under a charter obtained from the Local Legislature of Ontario, under the Joint Stock Companies Act for that Province. Originally they were simply a building company, but they wished to extend their powers and to sail ships and possess the rights of navigation; hence, they consider it necessary to apply for further powers here.

HON. SIR ALEX. CAMPBELL—I have no objection to the Bill being read the second time, but there is a great deal in it which requires careful scrutiny, which I hope it will receive at the hands of the Committee to which it is about to be referred. The whole scheme of the Bill seems to be an irregular one. The Company is already incorporated under the Joint Stock Companies Act of Ontario, and now seeks to be incorporated, by Act of Parliament, under the Joint Stock Companies Act of the Dominion. It is a very singular thing that they should seek to have this done by Act of Parliament, because, being incorporated under the Joint Stock Companies Act of Ontario, if they desire to become incorporated under the Joint Stock Companies Act of the Dominion, they might do so in the ordinary way,—by petitioning the Crown. Their petition would be referred by the Secretary of State to the Department of Justice, and they could obtain in that way the additional powers which they desire, without this legislation. In addition to that irregularity, they ask that, by Act of Parliament, they should be incorporated with all the powers, rights and privileges that they would have if they were incorporated by letters patent under the Canada Joint Stock Companies Act. Why should we say by Act of Parliament that this Company should have all these powers, when they can get them in the ordinary course of things, if they see fit to do so? Then, they do not say why they wish to be incorporated under the Joint Stock Companies Act of the Dominion. If it was for the purpose of doing business through Canada, they should say so, but they do not say that. They say they are incorporated under the Canada Joint Stock Companies Act of Ontario, and without giving any special reasons they desire to be incorporated under the Canada Joint Stock Companies Act, and seek to obtain that by Act of Parliament, a course which is exceedingly irregular, and as to which I cannot conceive the necessity. Then, in a further clause of the Bill they propose to have it enacted that:

"When the company have bestowed money, or skill and materials, upon any ship, vessel or craft in the building, equipping or repairing the same, any owner or part owner of which is domiciled within Canada, so as thereby to be entitled to a lien upon such ship or vessel for the amount or value of the money, or skill and materials bestowed, they shall, when such lien exists, but not afterwards, in case the amount to which the company are entitled remains unpaid for three months after the same ought to have been paid, have the right in addition to all other remedies provided by law, to sell the ship, vessel or other craft on giving twenty-one days' notice by advertisement in a newspaper published in the town of Owen Sound, and by serving or mailing the said notice, postpaid and registered, addressed to one or more of the owners or part owners, domiciled in Canada, at his or their last known post office address in Canada, and also to any mortgagee

(if any) of the said vessel, domiciled in Canada, addressed to him at his last known post office address in Canada, stating the name of the said ship, vessel or other craft, the amount of the indebtness and the time and place of sale; and after such sale the company shall apply the proceeds of such sale in payment of the amount due to them and the costs of and incidental to the advertising and sale, and shall pay over the surplus (if any) to the party entitled thereto, on application being made to the company therefor."

I think there is an effort there made to obtain for the Company some powers which are not now given under the Act of the Dominion concerning admiralty jurisdiction on the upper lakes. That jurisdiction does not give any right to a plaintiff to proceed in the manner here indicated against the proprietors of a vessel, unless the owners are domiciled out of Canada, and if the owners are domiciled in Canada, then the person having a claim must proceed in the regular course. Now, that clause is irregular, and I do not see the necessity for it. It looks as if it were intended to meet some particular case, and I may say frankly to the House that I have been informed it is to meet a special case. If it was *in futuro*, and intended that if hereafter the Company bestowed "money, material and skill," then it would be another matter, but it is proposed, apparently, to give this Company power which they do not now possess, with reference to work which they have done in the past, and that with reference to such work they should have a new remedy. This irregularity may be objectionable to a very serious degree. They propose that the capital of the Company shall be $200,000, and that the Company shall be controlled by a majority vote of the shareholders. In the first place, they seek to be incorporated with all the rights and powers they would have under the Joint Stock Companies Act, and here in the 5th clause, they ask for a power they would not have under that Act, because under that Act a two-thirds majority is required, and not simply a majority. It is a Bill which eminently calls for the attention of the Committee to which it is to be referred, and I have no doubt that when we see it again it will be in a different shape from that in which it is now presented.

The motion was agreed to, and the Bill was read the second time.

GANANOQUE, PERTH & JAMES' BAY RAILWAY CO'S BILL.

SECOND READING.

HON. MR. FLINT moved the second reading of Bill (58), "An Act to incorporate the Gananoque, Perth & James' Bay Railway Co."

He said he had undertaken to move the second reading of this Bill, because there seemed to be nobody in the Senate who had charge of it. It seemed strange that members of the other House did not take the trouble to find some one in the Senate who would look after their Bills when they came to the Upper House.

The motion was agreed to, and the Bill was read the second time.

CARIBOO COUNTY COURT JUDGES BILL.

THIRD READING.

The House went into Committee of the Whole on Bill (37), "An Act to provide for the salary and travelling allowances of the Judge of the County Court of Cariboo, in the Province of British Columbia.

HON. MR. PELLETIER, from the Committee, reported the Bill without amendment, and it was then read the third time and passed.

MANITOBA PUBLIC SCHOOL AID BILL.

THIRD READING.

The House went into Committee of the Whole on Bill (36), "An Act to authorize a further advance to the Province of Manitoba, in aid of the Public Schools therein."

On the 1st clause,

HON. MR. POWER said—I do not propose to object to this clause, but it strikes me that it would be more satisfactory at the present day if the Government, instead of coming to us to ask for these money votes, should make some arrangement with the Government of Manitoba

by which that Province, in common with the other Provinces, would have a right to manage its own public lands. Now that the Canadian Pacific Railway Company and the Hudson Bay Company have selected the lands they are entitled to, I do not think it is at all calculated to injure the interests of the Dominion at large if the remainder of the public land in that Province were placed in the hands of the local authorities, who understand the wants and necessities of the people there, and are in a better position to deal with them. This is one of the demands made by the delegates who have come here from Manitoba. Of course in making the transfer to the local authorities the Dominion Government might make such provisions as they may deem necessary to prevent the lands intended for maintaining schools being diverted from their original purpose, and it really seems to me that the time has come when the Province of Manitoba should be allowed to own and dispose of the public lands within its borders.

HON. MR. WARK—I am really surprised to hear the doctrine laid down by the hon. member opposite, that a small population not much larger than that of one of our counties, should be entrusted with all those public lands which have cost the Dominion so much. I remember how the population of New Brunswick were dealt with by the Imperial authorities. For years they had no control whatever over the Crown Lands of the Province. The Sovereign even sent out a Commissioner of Crown Lands to manage them in this country. When they did at last make a bargain with us they said "if you will pay all our civil list, we will give you control of these lands, but only on certain conditions. Every acre of land which is disposed of must be sold at public auction, and every stick of timber cut off the public lands is to be sold in the same way." We were kept under such restrictions as these. Besides we had to pay something like $60,000, a year in salaries of public officers in order to get the control of our public lands. I think a time is coming when a portion of these lands might be set apart for some of these young Provinces and a very considerable portion reserved for paying off the expenses we have incurred in connection with the North-West. If any portion is set apart, I think it ought to be strictly under the control of the Central Government, and that it should be disposed of only under certain restrictions. What would this country do if these young provinces were to be given possession of those lands? We do not know how they would dispose of them and how the proceeds would be spent. I think Parliament cannot be too careful in looking after these lands and seeing that they are disposed of in such a way as to reimburse us for the large expenditure we have made in that country and for providing them with railway communication.

HON. MR. VIDAL—I thought that, at a former stage of the Bill, the Minister of Justice had made the meaning so clear that it was unnecessary to raise any such objection as has been made by the hon. member from Halifax. On that occasion the hon. gentleman stated to us distinctly that it was founded upon an Act of Parliament passed some years ago, and it was found necessary to supplement that Act by the present one, in order to carry out the spirit of the existing law. Now it does not appear to me to be an infringement upon the rights and privileges of Manitoba when, as we find in the preamble, this advance is actually made at the request of the Government of that Province. I think this measure shows the great care and watchfulness which the Government has exercised over the interests of Manitoba, and in the direction of promoting education, and I cannot see any possible objection to the Bill.

HON. SIR ALEX. CAMPBELL—The point raised just now by the hon. gentleman from Halifax, was mentioned yesterday by my hon. friend from Manitoba and I then gave him such answer as it was in the power of the Government to give to the suggestion he made, which is the same suggestion that has now been made by the hon. gentleman from Halifax.

HON. MR. DICKEY, from the Committee, reported the Bill without amendment, and it was then read the third time and passed.

BILLS INTRODUCED.

Bill (61) "An Act to amend the Act

to incorporate the Synod of the Diocese of Saskatchewan, and for other purposes connected therewith." (Mr. Plumb.)

Bill (55) "An Act to incorporate the Live Stock Insurance Company." (Mr. Ogilvie.)

The Senate adjourned at 4 p.m.

THE SENATE.

Ottawa, Monday, March 10th 1884.

The SPEAKER took the Chair at Three o'clock p.m.

Prayers and routine proceedings.

NIAGARA BRIDGE COMPANY.

MOTION.

HON. MR. MACFARLANE—I asked permission to present a petition some days ago, which came a little too late. It was in reference to the erection of a bridge over the Niagara River. Although I am not acquainted with the parties, they sent the petition to me, because I had charge of a Bill on that subject last session. The petition, unfortunately, arrived in my absence, and I did not get it until it was one day too late for presentation. The parties think that they have been harshly dealt with by the Senate, inasmuch as it was not their fault that the petition was received too late, they having forwarded it in time. I think the House will indulge me, and allow the petition to be presented to-day. The Bill, of course, will be dealt with on its merits when it is brought before the House. I move, seconded by Mr. Plumb, that the 42nd rule of this House be suspended to permit the presentation of this petition.

HON. MR. POWER—My hon. friend cannot make that motion without giving notice. I suggest to him that he should proceed in the same way that the hon. member from Amherst did in a similar case. The Company, whose Bill he had charge of, presented a petition asking to be allowed to present their petition, and that petition was sent to the Committee on Standing Orders. I think the proposed corporators of the Niagara Bridge Company had better adopt the same course, because, otherwise, no matter who may come here in future with a petition, the House will be obliged to receive it, if they receive the petition to which my hon. friend refers.

HON. MR. PLUMB—With all deference to the hon. member from Halifax, I think the last part of his remarks are not logical. This was a peculiar case; a petition was mailed to my hon. friend the member from Cumberland; the parties who sent that petition did so in good time, not knowing that he was absent from the Senate. They used due diligence, but on account of his absence the petition was one day late. I suppose it is desirable that the rules should be always enforced, except where there is evidently proper diligence used, and no disposition in any way to evade the rules of the Senate. I was appealed to this morning by the gentleman who had charge of the petition in the other House—who is now lying ill, I am sorry to say—and he explained the matter to me. I thought, under the circumstances, that perhaps there would not be a rigid adherence to the rule; I have no doubt it is entirely within the power of the Senate to waive it if they choose. So far from it being a precedent which will compel the Senate to receive any other petition, it certainly can only be used for petitions that may be similarly circumstanced, and I do not know of any such: this is an extraordinary and unfortunate case. I do not pretend to advocate the Bill; it is not before us. This is simply a petition which is necessary to be presented before the Bill can be introduced, and it is a pity that under all the circumstances the measure should be blocked, from a pure accident. I think when the House comes to understand the question it will hardly refuse to permit the hon. member to present the petition. I suppose it is perfectly competent for the House to waive the rule and allow my hon. friend to present his petition.

THE SPEAKER—The motion made by the hon. member for Cumberland cannot be put. There is no reason why, however, the Bill should be blocked, be-

cause by pursuing the course adopted the other day by the hon. member for Amherst the difficulty can be easily overcome. By a reference to the latter part of the 18th rule of the Rules of the House, it will be found that no motion for the suspension of the rules upon any petition for a Private Bill shall be in order unless the same shall have been recommended by the Committee on Standing Orders. It is necessary, therefore, to petition the Committee on Standing Orders, and if the Committee on Standing Orders recommend the suspension of the rule, I presume there will be no difficulty about it. The motion, however, is not in order.

THE CONTINGENCIES OF THE SENATE.

THIRD REPORT OF THE COMMITTEE ADOPTED.

HON. MR. VIDAL, as Chairman of the Committee on Contingent Accounts, presented their third report. He said: If it would meet the approval of the House I should very much desire that this report should be acted upon immediately and adopted. The main body of it has been on the records of the Senate now for over a week. Very great inconvenience has been felt already by the employees of the House on account of some of those vacancies not having been filled. A great deal of extra work has been cast on them, and seeing that the substance of the report has been before the House since the 29th of February, I think it is perhaps not asking too much to request the House to allow it to go into operation at once. I therefore move that the report be adopted

HON. MR. DICKEY—Of course a motion of this kind can only be passed by the general concurrence of the House. There are some matters of importance connected with the report itself which it is perhaps unfortunate that we are not in a position to discuss—I refer more particularly to the very large increases which have been made from time to time on three several occasions since the salaries were fixed at Confederation, not to speak of the individual increases at intervals since, and the appointment of new officers. Under these circumstances I think there is a very grave question which it might possibly be difficult to discuss in this House but which has been discussed already at large in the Committee. In reference to the question itself, I think the course taken is an entire mistake in the true interests of this House, and is not calculated to strengthen the position of the Senate in the country. The Chairman of the Committee tells us that the business of the House will be inconvencienced if this report is delayed, and as I have no disposition to delay the business of the House or of the Committee, I personally offer no objection whatever to the reception of the report.

HON. MR. BELLEROSE—I do not see that there is any great necessity for the immediate adoption of this report. Having just arrived in the City after an absence of two or three days I find a rumor current in the Building to the effect that the act of the Committee is not final. I know that there is a vacancy which has not yet been filled. I am told that a sub-Committee was appointed, which sub-Committee made a recommendation, and that it was erased from the report; that the question came before the whole Committee and was not then disposed of, certain members leaving the Committee Room rather than take part in deciding the question. It was an amendment to the main motion, for the promotion of one of the senior messengers; it having become apparent that the amendment would be carried, the motion was withdrawn. I was not present at the meeting myself and I am not therefore in a position to state positively what occurred there, but if what I have heard is correct it does not seem to be in accordance with the assertion of the Minister of Justice, to be found on record in the Senate Debates, that the French minority had already a larger share of the appointments in the Civil Service than they were entitled to, but that the majority were happy to render justice to the minority. Only four days after he made that statement I found by referring to the blue book that so far from having their fair share the French minority have not even 50 per cent. of what they are entitled to.

It seems to-day that all this vaunted desire to render justice to the minority has vanished in smoke, and we must wait for

another opportunity. I cannot help protesting against that. If it can be shown that the senior officer, who is a Frenchman, is not qualified for the position, or that there is any other cause why he should not be appointed, I have always been willing and am now ready to submit to reason. But I am not prepared to submit to cast iron rules when they are unjust, and I hope that the majority in this House in whose hands we are, will always be ready to do us justice. I would be glad to know from the Chairman of the Committee whether it is intended to take up that question again and appoint an assistant to Mr. Dunne—whether it is the intention of the Committee, after having thrown it overboard, to take up the question again, or whether in view of the rights of the French messengers it is decided to let the matter stand?

Hon. Mr. VIDAL—In reply to my hon. friend I may say that this matter, to which he has referred, came before the Committee and by a vote properly taken it was decided that it was not necessary that such an office should be filled. I should presume therefore that it would not be likely to come up for consideration again.

Hon. Mr. BELLEROSE—I would ask whether I was right or wrong in stating that when the case came before the Committee there was no vote taken, but that the members left the Committee Room so that the question should drop there? (No, no) I ask whether I am right or wrong when I say that the matter was so dealt with on the first occasion when it was brought up? If I am correct in what I state, the majority of this House will admit that the proper course has not been taken.

Hon. Mr. VIDAL—In reply to the hon. gentleman I will say that, to the best of my recollection, he is in error in stating that this came from the sub-Committee to whom was referred the question generally of the employees of the House: my recollection of it is that it was just the simple proposition of a member of the Committee. Immediately there was a little discussion about it; two names were proposed and nothing was done. The matter was dropped. I was not aware that any one left the Committee to avoid a vote.

Hon. Mr. BELLEROSE—I ask whether I am right or wrong when I state that the report of the sub-Committee gave the name of another messenger?

Hon. Mr. VIDAL—No.

Hon. Mr. BELLEROSE—I ask whether the name of that messenger was not erased from the report?

Hon. Mr. VIDAL—No.

Hon. Mr. BELLEROSE—That is the rumor.

Hon. Mr. VIDAL—I am only speaking from recollection, but I think I am correct in saying that the name was not on the report and that there was no erasure of any name from the report.

Hon. Mr. BELLEROSE—Then the sub-Committee did not report, but the question came before the Committee by a motion made by a member of the Committee. Am I wrong or am I right when I state that that motion having been put, an amendment was moved so that the proper officer would be promoted, whereupon several members took their hats and left the Committee Room, and the question could not be decided one way or the other?

Hon. Mr. PLUMB—The Committee could take care of itself.

Hon. Mr. BELLEROSE—I feel that if the Committee has a right to take care of itself, every member of this House has not only the right, but it is his duty, to see that justice is done to everyone, and I may tell the hon. gentleman from Niagara that it is better for him to let members of this House alone when they are in order. He is oftener on his feet and out of order, than anyone else, and if any member of the Senate believes he ought to speak on a question, he should not be interrupted, but allowed to do his duty according to his conscience and convictions.

Hon. Mr. SKEAD—I happened to be

a member of that Committee, and I may say that the sub-Committee had nothing to do in the matter, as I understand it. I simply brought up a motion naming a certain person for the position, but in a moment or two it was quashed ; it was said it was not necessary, and that was the end of it.

HON. MR. MASSON—The hon. gentleman is slightly in error ; the question was spoken of in the Committee, and it was considered necessary to appoint an assistant housekeeper. The hon. gentleman moved that a Mr. Young should be appointed as such assistant, and immediately on that there was a little talk in the Committee, and some one said that another officer was senior. I then put the question whether there was not a Mr. Rattey, who was senior and should be appointed. The meeting was a little irregular at the time, and it was understood that it should be deferred in consequence of that, and it was so deferred.

HON. MR. SKEAD—I am substantially correct, that there was some conversation which was irregular, in the Committee. The word went around the Committee that it was not necessary, and the thing passed off.

The motion was agreed to.

THIRD READINGS.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported the following Bills without amendment and they were then read the third time and passed :—

Bill (51), "An Act to amend the Act incorporating the Bell Telephone Co. of Canada." (Mr. McKindsey.)

Bill (67), "An Act further to amend the Act to incorporate the Ontario Pacific Railway Co." (Mr. Plumb.)

Bill (50), "An Act respecting the International Railway Co." (Mr. Plumb.)

Bill (68), "An Act respecting the Kingston and Pembroke Railway Co." (Mr. Flint.)

Bill (40), "An Act to amend the Act incorporating the Ottawa, Waddington & New York Railway and Bridge Co." (Mr. Scott.)

BILLS INTRODUCED.

Bill (92) "An Act to incorporate the Traders Bank of Canada." (Mr. Howlan.)

Bill (48) "An Act to incorporate the Atlantic Marine Insurance Company (limited.)" (Mr. Power.)

Bill (62) "An Act to incorporate the St. Clair Frontier Tunnel Company." (Mr. Vidal.)

Bill (49) "An Act to incorporate the Nova Scotia Marine Insurance Company (limited.)" (Mr. Power.)

Bill (30) "An Act to extend to the Dominion of Canada the powers of the corporation called the Netherlands American Land Company." (Mr. Dickey.)

Bill (38) "An Act to prevent fraud in the manufacture and sale of Agricultural Fertilizers." (Mr. DeBoucherville.)

Bill (11) "An Act respecting the Union of certain Methodist Churches therein named." (Mr. Ferrier.)

Bill (94) "An Act to empower the Sovereign Fire Insurance Company to relinquish their charter and to provide for the winding up of their affairs."

HON. MR. SCOTT moved that the Bill (94) be read the second time to-morrow.

HON. SIR ALEX. CAMPBELL—I wish to look at that Bill before the second reading, and I would suggest that it be left over for a few days. There is an Act now on the statute book for winding up insurance companies. Why should not this company avail itself of that Act? I should like to have time, at anyrate, to look into the Act.

HON. MR. SCOTT—I am not aware that any Insurance Company has been wound up under that Act.

HON. SIR ALEX. CAMPBELL—The power is there at anyrate.

HON. MR. SCOTT—Thursday next.

The motion was agreed to.

THE COAL LANDS OF BRITISH COLUMBIA

ENQUIRY.

HON. MR. McINNES (British Columbia) enquired:

"Whether the Imperial Government, the British Admiralty, or the Canadian Pacific Railway Syndicate have been consulted about the proposal to hand over all the productive Coal Measures in British Columbia to Mr. Dunsmuir and his American associates; if so, did they approve or disapprove of the proposition?

He said: I believe it is the practice in this House when a member makes an enquiry of the Government, to offer some observations on the subject of it. I think, however, I can give two very good and substantial reasons why I should not do so at the present time. In the first place, that the Bill referred to in the question that I have put, is likely to come before the Senate in a short time; and, in the second place, as this is only an enquiry, and I take it for granted not open for general discussion or debate, I will content myself at the present time by simply asking the question, and shall reserve whatever observations I may see fit to make, until the Bill itself shall be under discussion.

HON. SIR ALEX. CAMPBELL—I think my hon. friend has exercised a very wise discretion, and I will reply to his question as frankly as it is possible to do. The Imperial Government has not been consulted, so far as the Government of the Dominion knows, upon this measure, nor has the British Admiralty, so far as I know, been consulted; but the Admiral on the station there knows what is contemplated, and no doubt he has communicated with the Admiralty. The Canadian Pacific Syndicate knew what was contemplated, and they themselves had an opportunity, some years ago of undertaking the contract which Mr. Dunsmuir and his American associates are now undertaking, so they were quite aware of it, as they declined to do what is now about to be done by Mr. Dunsmuir.

HON. MR. McINNES enquired,

"Whether advertisements were published in the Dominion, Great Britain or other countries, inviting tenders for the construction of the Nanaimo and Esquimalt Railway, and if so, whether the attention of capitalists was called, either to the quantity of land, two million acres, to be given in aid of said railway, or to the reports of Mr. Richardson, of the Dominion Geological Survey, as to the value of said land, especially as to the value of the productive coal measures extending from Nanaimo to Seymour Narrows; also, why the established system of alternate sections in aid of railways has been departed from in the contract entered into by the Government with Mr. Dunsmuir and his foreign associates?"

HON. SIR ALEX. CAMPBELL—Advertisements were not published, so far as we know, in the Dominion, Great Britain, or in other papers, inviting tenders for the construction of this railway, and therefore the attention of capitalists could not have been called, in these advertisements, to the quantity of land, or to these reports of Mr. Richardson. It is better, I think, to say that the proposition to construct this railway, after having been offered to a Canadian Railway Syndicate and refused by them, was then offered upon the same terms, by the Legislature of British Columbia, to a company of which Mr. Clements was the head; he, however, was unable to go on with it; and latterly it was offered to Mr. Dunsmuir and his associates. Why the land was not granted in alternate sections, I do not know, but that would be a question for the Government or Legislature of British Columbia. The land which is given to the railway company is not the gift of the Dominion Government in any way; we neither own the land, nor did we make any regulations about it, nor had we anything to say upon the question, It would have been very inappropriate. and might have been viewed as impertinent on our part, to have suggested whether it should be granted in alternate sections or *en bloc*. The land belongs to the British Columbia, people, and the Legislature of that Province granted it in the way they thought best.

HON. MR. McINNES—I just wish to make one remark upon the reply of the Hon. Minister of Justice. It is in respect of the Clements Company which was formed some years ago, which deposited $10,000 and forfeited it. That Company was formed under very different circumstances, and they had not only to build to Nanaimo, but something like 90 miles beyond that; the road was to be built from

Esquimalt to Seymour Narrows, a distance of 145 miles, and no grant at all was given by the Dominion Government.

HON. MR. MACDONALD—If that (Clements) Company got more land than the present company is getting, they had to build more railway; but they totally failed and could not float the scheme.

THE PRINTING OF PARLIAMENT.

FOURTH REPORT OF THE JOINT COMMITTEE ADOPTED.

HON. MR. SIMPSON moved the adoption of the fourth report of the Joint Committee on the Printing of Parliament, which he stated was an ordinary report, and contained nothing new.

The motion was agreed to.

THE SASKATCHEWAN DIOCESE BILL.

SECOND READING.

HON. MR. ALLAN moved the second reading of Bill (61), "An Act to amend the Act to incorporate the Synod of the Diocese of Saskatchewan, and for other purposes connected therewith." He said: This is a Bill from the House of Commons, having for its object to amend the Act incorporating the Synod of the Diocese of Saskatchewan, which was passed two years ago. When proceeding to put the Act into force it was found that many of the provisions of it were inconsistent with the rules and regulations of the ecclesiastical province of Rupert's Land, of which this Diocese of Saskatchewan forms part, and it was, therefore, found necessary to have the Act of two years ago amended by striking out the third, fourth, fifth, sixth and seventh sections, which interfered with the regulations of such ecclesiastical province—simply leaving those clauses which give ordinary powers to the Synod—to hold property, take mortgages, etc. I do not think I need take up the time of the House by going at any greater length into the details of the Bill. I propose to refer it to the Private Bills Committee, and will now move that it be read the second time.

The motion was agreed to, and the Bill was read the second time.

LIVE STOCK INSURANCE COMPANY'S BILL.

SECOND READING.

HON. MR. OGILVIE moved the second reading of Bill (55) "An Act to incorporate the Live Stock Insurance Company."

The motion was agreed to, and the Bill was read the second time.

The Senate adjourned at 4.30 p.m.

THE SENATE.

Ottawa, Tuesday, March 11th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

HALIFAX STEAM NAVIGATION COMPANY'S BILL.

THIRD READING.

HON. MR. ALLAN, from the Committee on Banking and Commerce, reported Bill (24) "An Act to incorporate the Halifax Steam Navigation Company (Limited)," with amendments, which were concurred in.

HON. MR. ALMON moved the third reading of the Bill.

The motion was agreed to, and the Bill was read the third time and passed.

BILLS INTRODUCED.

Bill (56) "An Act to empower the bondholders of the St. Lawrence and Ottawa Railway Company to vote at meetings of the Company, and for other purposes."

Bill (31) "An Act to incorporate the Lake Nipissing and James' Bay Railway Company" (Mr. Girard.)

SABBATH DESECRATION.

PETITION PRESENTED.

HON. MR. ALMON presented a petition from the Nova Scotia branch of the Evangelical Alliance, of the city of Halifax, praying for the passing of a Bill to prevent Sunday excursions, and to secure to all classes the undisturbed enjoyment of the Sabbath day. He said: Having presented this petition, I must say, in justice to the city of Halifax, which I represent, and in which I have lived, man and boy, over 60 years, that I have never known an excursion to take place there on the Sabbath day, and, so far as I am aware, everyone is allowed to worship God any way he may choose. To the credit of Nova Scotia, I may say that it was the first colony of the British Empire to do away with Catholic disabilities, and ever since then the people of that Province have been allowed to worship God as they please. However, as it is my duty to present this petition, I do so.

SPRINGHILL AND PARRSBORO COAL AND RAILWAY COMPANY'S BILL.

THIRD READING.

HON. MR. MACFARLANE moved the third reading of Bill (47) "An Act respecting the winding up of the Springhill and Parrsboro' Coal and Railway Company. and the sale of the property thereof to the Cumberland Coal and Railway Company."

The motion was agreed to, and the Bill was read the third time and passed.

ATLANTIC MARINE INSURANCE COMPANY'S BILL.

SECOND READING.

HON. MR. POWER moved the second reading of Bill (48) "An Act to incorporate the Atlantic Marine Insurance Company (Limited)." He said: There is nothing special in the character of this Bill to call for any remark. A number of gentlemen who have been for some years doing business as underwriters, associated together in a voluntary way, now ask to be incorporated with a capital of $200,000 to continue the same business.

The motion was agreed to, and the Bill was read the second time.

NOVA SCOTIA MARINE INSURANCE COMPANY'S BILL.

SECOND READING.

HON. MR. POWER moved the second reading of Bill (49) "An Act to incorporate the Nova Scotia Marine Insurance Company." He said: This Bill is similar in character to the one which has just received its second reading.

The motion was agreed to, and the Bill was read the second time.

NETHERLANDS AMERICAN LAND COMPANY'S BILL.

SECOND READING.

HON. MR. DICKEY moved the second reading of Bill (30) "An Act to extend to the Dominion of Canada the powers of the Corporation called "De Nederlandsch-Americansche Land Maatschappij" (The Netherlands-American Land Company.)

He said: The preamble of this Bill recites that the Company has been incorporated under the laws of the kingdom of Holland, and they simply ask that their powers be extended so as to enable them to purchase and sell lands in the Dominion of Canada. There are various provisions in the Bill restricting their powers, to one of which I wish to call attention, as it is of rather a novel and useful character. In the first place, the rate of interest is limited, and it is provided that the Company shall furnish annually a statement to the Finance Minister of all their assets and liabilities, and the average rate of interest taken by them on any lands they have sold, in order that a return may be laid before Parliament, showing the manner in which their business is being conducted. The rate of interest is not in any case to exceed eight per cent.

HON. SIR ALEX. CAMPBELL—There

is an omission, to which I think attention should be given in the Committee to which it will be referred. It is this: there is no provision in the Bill requiring them, in transacting their business, to conform to the laws of the Province in which they do their business, in any other respect than as regards interest. There is another clause which gives them all the powers which they purport to have by their deed of incorporation in Holland, so that under it they would have all the powers here, within the Dominion of Canada, which purport to be conferred upon them by their deed executed at Amsterdam; therefore that deed should be examined into to see that it does not give them powers differing from those enjoyed by other companies doing business in this country.

The motion was agreed to, and the Bill was read the second time.

AGRICULTURAL FERTILIZERS BILL.

SECOND READING.

HON. MR. GIRARD moved the second reading of Bill (38), "An Act for the prevention of fraud in the manufacture and sale of Agricultural Fertilizers."

He said: This Bill is of a special and important character, and is one that is absolutely necessary in the interests of agriculture in this country. The first clause provides that:—

1. Every persons who sells or disposes of, or offers to sell, or to dispose of any agricultural fertilizer, by barter, exchange, or otherwise, shall affix to every barrel, sack, box, or package thereof, in a conspicuous place on the outside thereof, a plainly written or printed certificate bearing a name or trade-mark by which such fertilizer may be known and designated, and specifying the name and residence of the manufacturer or vendor, and the date of the manufacture of such fertilizer; the said certificate shall also specify the percentages which such fertilizer contains of phosphoric acid soluble in water, of total phosphoric acid, of potash, of nitrogen soluble in water, and of total nitrogen, or the equivalent ammonia, subject to the exceptions hereinafter made.

Another clause provides for the imposing of a penalty of $200 on any person who affixes a false certificate to any package of fertilizer sold or disposed of by him.

HON. MR. HAYTHORNE—I quite agree with the hon. gentleman who moved the second reading of the Bill, that it is one of very great importance to persons engaged in agriculture. We all know that of late years the returns of cereals from cultivated lands have greatly fallen off, both in quantity and quality, as compared with the yield of our lands in the early days of settlement, and the utmost skill of our farmers is taxed to restore their lands to their former condition of fertility. Unfortunately we have not made agriculture sufficiently a study to know how that can best be accomplished. It has always been a matter of no little surprise to me to see such immense quantities of native phosphates produced in the neighborhood of this city shipped to Europe to be converted into fertilizers for the improvement of the soil of foreign lands. I should think that the attention that is now being directed to agricultural pursuits will probably lead our own farmers to investigate the subject of artificial manures more thoroughly than they have hitherto done, and if such investigation should result in their more frequently applying them on their own farms, the probability is that our crops will be more thoroughly developed, and the lands will be as productive as they were in the early days of settlement. A very small deficiency of some element in the soil will make a very serious deficiency in the crop, and this small deficiency in the soil can be made up by the use of artificial fertilizers; but if the farmer finds himself deceived in the fertilizer he applies it is apt to lead him to form opinions entirely opposed to the use of artificial manure, and the consequence is that what might be a most beneficial thing to the agricultural interest of the country is neglected. The probability is that a carefully prepared measure of this kind, which will encourage the use of artificial manures, may lead to their being more extensively utilized by our farmers of this country. For many years artificial manures have been in use in England. As long as the supply of natural guano lasted it was greatly sought for by agriculturists, because it was perhaps the best of all of what are called portable manures, and many attempts have been made to imitate it. The same evil has been complained of there, the prevention of which is now contemplat-

ed by this Bill, but a very simple remedy was adopted, that the manufacturer should always supply to the purchaser a sample for analysis. The farmer applied the fertilizer and noted the result, and if the result showed that he had been deceved he had only to take the sample that was supplied to him to the analytical chemist and if it did not come up to the analysis furnished by the dealer, the dealer was liable to a penalty. I have not read the Bill myself, but I think the introduction of a clause based on that principle might very likely be as useful in this country as it has proved to be in England.

HON. MR. MACFARLANE—This Bill is certainly one which is very much required in this country. The use of fertilizers is gradually being adopted in the Dominion, but heretofore our agriculturists have had but very little experience of them. The soil of the province represented by the hon. gentleman who introduced this Bill is of a character that will not require artificial fertilizers for a quarter of a century to come, but that is not the case in the older provinces of the Dominion. Ontario, for instance, which was some years ago celebrated for the quality and quantity of wheat it produced, has of late years greatly depreciated in that respect, which is no doubt largely due to the exhaustion of the soil. The productiveness of the soil can only be restored by replacing the element which we have been taking from it for years by wheat raising. The great fertility and productiveness of the soil in Great Britain is due to the use of artificial manures. If the farmers there were to discontinue using artificial fertilizers the productiveness of the soil would decrease so enormously that the farmers would be unable to cultivate it with profit. It is a well known fact that fertilizers have been imported into this country without any restrictions. I have myself expended considerable sums of money for fertilizers, which I found, when I applied them to the soil, were comparatively useless. They did not possess the elements which the packages stated that they contained, or they were not adapted to the soil on which they were used. If the dealers were compelled to label the packages, any person with an ordinary amount of chemical knowledge would be able to analyze samples themselves, and judge whether the article was what it was represented to be by the label. I know that an artificial fertilizer has been imported for many years from South Carolina that has been found to answer admirably in some soils and on other soils was of no value. What we require in this country is not only that good fertilizers can be procured, but that the agricultural population would have a certain amount of knowledge of agricultural chemistry. In order to apply artificial fertilizers to the soil judiciously, the man must know the nature of the soil to which it is applied. What we want is the establishment of agricultural colleges such as already exist in Ontario, where the sons of farmers can obtain that training that is absolutely necessary for the profitable use of fertilizers spoken of here in this Bill. In the Maritime Provinces we have not yet arrived at that point. The subject is discussed with much interest by persons who know the value of agricultural pursuits, and of having in those Provinces, as I believe we ought to have in every Province, colleges of this kind for the education of our youth in agricultural pursuits. My hon. friend from Prince Edward Island has referred to the immense quantities of phosphate of lime that are being exported from the immediate vicinity of this city to be used on the other side of the Atlantic. Many farmers in the Province from which I come have been anxious to test the properties of the phosphate of lime produced here, but while we have the crude ore mined and exported in large quantities from the Ottawa country, we have not been able to get any person possessed of the proper skill, knowledge and enterprise to go into the manufacturing of the native phosphate into super-phosphates for fertilizing purposes.

HON. MR. DICKEY—So far as this Bill is intended to protect our farmers from having spurious fertilizers imposed upon them, it is one that ought to commend itself to every one of us; but at the same time we ought to be very careful not to place restrictions in the way of the sale of those fertilizers which are described as being so eminently necessary to the agriculture of this country. I think the Bill ought to be carefully considered be-

cause it strikes me that it is calculated to produce that effect. My hon. friend below me (Mr. Haythorne) has referred to the enormous quantities of apatite which are produced in the vicinity of this city ; but how about the sale of those phosphates ? This Bill is very general in its application. It says that no person shall sell or dispose, or offer to sell, any fertilizer without it bears a certificate by which it may be known, and specifying the percentages of certain elements which such fertilizers shall contain. This article is described as being exported largely, and are we to restrict the sale and export of this important article of industry by imposing such a condition upon it ? Are we prepared to pass a Bill which will prevent a barrel of these phosphates, after being ground and prepared, from being disposed of without all this procedure ?

In the explanatory clause, the 5th, there is an explanation of the meaning of the term " agricultural fertilizer." It is as follows :—

5. The expression " agricultural fertilizer," used in this Act, shall be construed to mean any and every substance imported, manufactured, prepared or disposed of for fertilizing or manuring purposes, except that the provisions of this Act shall not apply to marl, or to fertilizers sold or disposed of at one-half cent or less per pound.

Now, we all know that there is a fertilizer very extensively sold and used in this country called lime, and another called gypsum. I believe lime is very extensively used in the Province from which my hon. friend below me comes, (Prince Edward Island) and as a fertilizer I know it is very largely used in the County of Cumberland, from which I come. I think we should carefully scan this Bill when it comes before the Committee, to see that it is not imposing restrictions on the farmers who are benefitting by the use of these pure fertilizers. While I do not oppose the second reading of the Bill I think it is one of those instances where it is a tentative piece of legislation, and I doubt whether the effect of it will be as salutary as is supposed. I quite see that it will impose very serious restrictions in the way of selling fertilizers that we are all acquainted with, and the quality of which we know. The three which I have particularly spoken of are not imported fertilizers, but are produced in the country in which we live. Half a cent a pound is only 50 cents a hundred ; that is a small thing, but there are fertilizers that cost more than that which would come within the scope of this measure.

HON. MR. MACFARLANE—My hon. friend will see that the fertilizer mentioned in this Bill is a product composed of a variety of materials. I do not think either lime or gypsum would properly come under the description in the fifth clause. A manure heap in a barnyard is beyond doubt a fertilizer, but it is not intended that this Bill should apply to fertilizers of that kind, but to fertilizers obtained by manufacturing processes.

HON. MR. SCOTT—I do not rise for the purpose of discussing the Bill, because I have not given it any attention, but simply to correct one or two errors which have inadvertently been made in this discussion. In the first place, this Bill could not at all affect the phosphate trade in this country, because phosphate must be prepared before it is a fertilizer. In its raw state it is not a fertilizer ; I have tested that myself. My hon. friend says that he is not aware that it is utilized in this country. I beg to assure him that at Brockville there is a very large manufactory for the conversion of the ordinary phosphates of the Ottawa valley into what is called super-phosphates ; it is then a fertilizer. I cannot see that any great advantage is to be gained by this Bill unless we go a step further. I cordially endorse all that the hon. gentleman on my right (Mr. Haythorne) has expressed as to the importance of the people of this country turning their early attention to the necessity of improving the soil by the use of the fertilizers that have been extracted from it in the course of long years of cultivation. I think if you want to make this Bill effective you should require the manufacturer to mark on every package that he offers for sale the elements of which the fertilizer is composed, whether it contains bone meal, super-phosphates, or whatever the particular ingredients are. There is no other way of testing successfully whether it is adulterated or not. Not one farmer in a thousand could, by experiment, arrive at the defects in an article, and unless the fertilizer was sold as being composed of

certain ingredients I do not see that a mere analysis by an agricultural chemist could at all reach the point. I think, in view of the considerable amount of fertilizers now being imported from abroad, that it is a matter of the highest consequence that the people should not be imposed upon, and that parties selling them in this country should be compelled to state what they contain. If the elements of which a fertilizer is composed are set forth on the packages, then an agricultural chemist can discover whether the article is what it is represented to be. In no other way can I see how the farming community are to be benefitted by this measure.

HON. MR. KAULBACH—I do not think that this Bill can affect the use of lime in Nova Scotia. In that Province lime is certainly not worth half a cent per pound by the barrel, and therefore the Bill cannot interfere with its sale and use as a fertilizer. It is doubtful in my mind whether a chemical analysis should be required before the sale of fertilizers is allowed. The effect would be to restrict their sale, but I do not think it could interfere with the use of the fertilizers which have been mentioned by the hon. member from Amherst, because the Bill is not to apply to "plaster of Paris, nor to any fertilizer not offered for sale as containing phosphoric acid, potash or nitrogen." It would, of course, retard the sale of any fertilizer of which a chemical analysis would be required.

HON. MR. VIDAL—While I agree in the main with the sentiments expressed with reference to the desirability of protecting our agriculturists from being imposed upon, I must say that I think this Bill falls very far short of what may be expected to be an effective measure. I think, in the first place, it is an exceptionable and unjust provision to make the mere seller of one of these compounds liable to a penalty of $200, when, in good faith, he purchases from the manufacturer an article which he supposes to be genuine. My impression is that the penalty ought to be inflicted on the person guilty of the fraud, and not upon the man who, having innocently purchased a supposed genuine article, has sold it to another. Then, I think in another case that the distinction which is here made as to what is to constitute a genuine article, and what one that is not genuine, is very hard upon the manufacturer or person who may sell an article which is not pure. For instance, there is only one per cent. of difference to be allowed, and if that small difference is exceeded in the compound, the man is liable to a penalty. Now, there may very easily be a difference of more than one per cent. in any specimen of an article, which article, taking it altogether, might perhaps stand the test. I think, again, in the 5th clause misapprehension might naturally arise, as it is not clear enough, and my hon. friend from Amherst was under the misapprehension that the Bill prevented the sale of lime and gypsum, and thought they would be included among the articles which were not to be brought under the law. In my opinion the Bill is confined really to three articles :—any fertilizer which does not contain phosphoric acid, potash, or nitrogen, is excluded from the operation of the law, and how much simpler it would be just to deal with these three articles, and if they are the only three in which any false quantities are used, why not make these the exceptions? I think the Bill requires very careful overhauling.

HON. MR. POWER—I think my hon. friend will not be able to enumerate a great many fertilizers in which these are not found.

HON. MR. READ—I think a Bill of this sort would be in the interest of the manufacturer, because it would give the purchaser confidence, as they would feel more certain that they were really getting a good article; so that the measure is really in the interests both of the manufacturer and consumer.

The motion was agreed to, and the Bill was read the second time.

HON. MR. GIRARD moved that the Bill be referred to a Committee of the whole House to-morrow.

HON. MR. POWER—This is, strictly speaking, a public Bill, but at the same time it is apparent from the discussion which has taken place to-day, that it is a measure which peculiarly affects trade of a

certain kind, and I think that it would probably receive more attention in the Committee on Banking and Commerce than it is likely to get from a Committee of the whole House. I think the Committee on Banking and Commerce has been doing its work admirably during the present session, and in my opinion we could not do better than refer this Bill to it. We have a precedent for it, in the fact that the other day we referred a Bill —the one which comes last on the order paper to-day, respecting Fraud in the Sale of Patent Rights—to that Committee, and they reported upon it. If my hon. friend will agree to the suggestion I have made, and send the Bill to that particular Committee, I feel satisfied that it will come back amended.

Hon. Mr. GIRARD—If it is necessary, I shall make no objection to referring the Bill to the Special Committee named by the hon. gentleman from Halifax, but unless it is necessary I do not see why we should deviate from the established rule. If this is a public Bill, it has been customary to refer such measures to Committees of the Whole House. In my judgment the more discussion we have upon this Bill the better, because the interest of the public will be all the better served. This however is not a new Bill, as it has been before the country for the last two or three years, and having been passed by the House of Commons, it is now submitted for our approbation. Having made what seems to me a regular motion, I would be glad, before withdrawing or amending it, that the House should express the opinion that my motion had better be amended.

Hon. Mr. ALLAN—The only difficulty I find about the Bill is what, to a certain extent, may be called an objection to the principle of the measure. It is this : that it seems to attach the penalty entirely to the vendor of these fertilizers, when in reality, to my mind, in a large majority of instances the manufacturer is the one who should suffer. For instance, in many towns you find that in seed stores, and other places for the sale of agricultural articles, these fertilizers are sold, and the person selling them has bought in good faith from the manufacturer. The manufacturer may send him a barrel, sack, box or package with the necessary certificate conspicuously printed on the outside of it, but if it should turn out on examination that the fertilizer does not contain the proper ingredients, the man who sells it—perfectly innocent though he may be—is the only one who is punished, while the manufacturer goes scot free. That seems to me to be the chief objection to the Bill.

Hon. Mr. POWER—I beg to move that the Bill be referred to the Committee on Banking and Commerce, and in doing so would ask hon. gentlemen to consider the provisions of the first section of the Bill. "Agricultural fertilizer," I presume, in plain language, is a word of only two syllables, and under this Bill a man is not allowed to sell a barrel of this article (it may be ashes or something of that sort,—not much more than that) unless he has on the outside of such barrel "a plainly written or printed certificate, bearing the name or trade-mark by which such fertilizer may be known and designated, and specifying the name and residence of the manufacturer or vendor, and the date of the manufacture of such fertilizer"—that, I think is rather far. Then, it goes on to say, "the said certificate shall also specify the percentages which such fertilizer contains of phosphoric acid soluble in water, and of total phosphoric acid, of potash, of nitrogen soluble in water, and of total nitrogen, or the equivalent ammonia, subject to the exceptions hereinafter made." It is quite clear that before any one selling this fertilizer would be in a position to put that certificate on, he would necessarily be obliged to have the article carefully analyzed by a chemist. That, it seems to me, is too much to require, except in the case of fertilizers of certain special kinds. The whole Bill, from beginning to end, is one that imposes very considerable restriction on a very common business, and I think it should be carefully scrutinized by such a body as the Committee on Banking and Commerce. Every hon. gentleman knows that in a Committee of the Whole House that minute care is not given to the details of Bills which they do receive in our Special Committees.

Hon. Mr. VIDAL—I think the proposition made by the hon. gentleman from

Halifax is a wise one. It is quite clear to my mind that very considerable alteration should be made in this Bill, and in my judgment it would be a great economy of the time of the House to have it gone over, primarily at any rate, in the Committee, where it will be discussed in detail, and possibly certain alterations suggested in it. I shall therefore support the amendment.

HON. MR. READ—When it is known that some of these fertilizers cost from $30 to $75 a ton, and that people know little, practically, of their constituent parts, I do not think it is imposing upon the manufacturer, when he is asked to give the certificate named in the Bill, because he is a chemist within himself. He makes these compounds as a chemist, and I think it is within his interest that a Bill of this sort should be adopted.

The amendment was agreed to.

METHODIST UNION BILL.

SECOND READING.

HON. MR. FERRIER moved the second reading of Bill (11), "An Act respecting the union of certain Methodist churches therein named."

He said: This is a Bill to constitute in one body all the Methodist churches in the Dominion, which are now known respectively as the Methodist Church of Canada, the Methodist Episcopal Church in Canada, the Primitive Methodist Church of Canada, and the Bible Christian Church of Canada. It is proposed to unite them under the name of "The Methodist Church." It was thought desirable that this Parliament should ratify such union, because there was a large portion of the Dominion in which there are no local governments as yet, but where missionaries were operating and property of the Church existed, in order to obtain the sanction of the Federal Parliament to such transfers as might be necessary. The Local Government, who have been applied to, have passed Acts to give power to this Church to transfer property according to the laws of those various legislatures. The Bill has been before the House of Commons, and very careful attention has been given to it there. I do not think it is necessary that I should go into any further particulars.

The motion was agreed to, and the Bill was read the second time.

The Senate adjourned at 4.30 p.m.

THE SENATE.

Wednesday, March 12th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

WINNIPEG & HUDSON BAY RAILWAY.

ENQUIRY.

HON. MR. GIRARD inquired

If it is a part of the Government policy to ascertain at an early date the practicableness of a railway northward from Winnipeg to a Port on Hudson Bay, as exact information on the subject would be of incalculable benefit to the settlers in Manitoba and the North-West?

He said:—It is with some hesitation that I bring this question before the House, notwithstanding the fact that it is not new. Some years ago the hon. member for Victoria (Mr. Ryan) introduced it here for the first time. On that occasion I supported his views, and I am happy to say that since then some progress has been made. It is no longer a mere project; it has become a matter, the importance of which is universally recognized. Every part of the earth will have its day of glory, and is intended to be of some benefit to the human race. Up to the present time the country lying west of Hudson Bay has been an uninhabited wilderness; but I think its day is coming before long, when it will be regarded as one of the most important parts of the earth.

In bringing this subject before Parliament I am not prompted by mere curiosity but because I think that before immense sums of money are invested in the construction of the projected railway from Winnipeg to Hudson Bay it is the duty of the Government to enquire whether such a work will be productive of benefit to the country, because opinions are

divided as to the practicability of such a route. Some think that there would be immediate and profitable employment for such a line and that it would in a very short time have an important influence on the trade of the world, while others contend that Hudson Straits are so completely blocked with ice for nearly the whole year that the route can never be practicable. Under such circumstances it seems the plain duty of the Government to investigate the matter thoroughly without delay, with a view to placing it beyond the limits of conjecture. I think they should appoint some one specially qualified for the work to investigate and report upon the subject. If that report should be favorable, I think we would soon have a railway constructed from Winnipeg to the coast of Hudson Bay, and that it would soon prove a profitable line. If, on the other hand, the report should be unfavorable it would set the public mind at rest and prevent foreign capitalists from sinking their money in an unproductive enterprise. If the railway could be made a success the House will readily see that it would be the shortest route between Liverpool and the prairies of the North-West. Its construction would be not merely of local importance, but of deep interest to the Empire and to a great portion of the Western States, whose population are looking for this new outlet for their products. The distance from Liverpool to a harbor on Hudson Bay would be about 2,900 miles, while the distance from Liverpool to Montreal is 2,990, and from Liverpool to New York 3,040. The northern route would therefore be the shortest and cheapest. It has been calculated recently that before five years no less than 100,000,000 of bushels of wheat will be grown in the North-West, including Minnesota and Dakota, all of which would go by the Hudson Bay route, and prove a great source of wealth to those who may be interested in that line. I have given the subject some attention and I believe it to be one of the utmost importance, and that we may expect before many years to see that road in full operation. The country is cold, it is true, but it is not uninhabitable, and I think it will yet be filled with a population accustomed to a severe northern climate. Early in the eighteenth century an expedition to that country was fitted out by some French Canadians from Quebec, I think under the control of M. DeGroseiller; and I hope this House will pardon me if I feel a certain pride in pointing to what my compatriots from Quebec have done for the advancement of trade and civilization, not only in our own North-West, but also in many other portions of this continent. We find cities, rivers and districts of the United States bearing French Canadian names, and throughout our own North-West territories they have left the record of their early achievements. I hope the House will pardon me for this digression, but I am proud of the history of my compatriots, and flattered by the manner in which this allusion to them has been received by the House.

These gentlemen from Quebec who visited the Hudson Bay country 200 years ago have left a report upon its climate and resources which I consider of great value. Other and later reports there are, but they have all been written more or less for a certain purpose; but the report of my compatriots, written two centuries ago, had but one object in view, the advancement of civilization. The book from which I quote was published in Amsterdam in 1732, and I find in it clear proof that in the Hudson Bay country the spring opens about the same time that it does in other parts of Canada, about the end of March or the beginning of April. It shows that at the end of April geese and duck arrive and remain there nearly two months, and in such quantities that the explorers killed all they wanted. They saw also vast herds of caribou. The same may be seen to-day when the animals are driven from their ordinary haunts by the mosquitoes and flies, which, I am sorry to say, are by no means uncommon in that country. When I state that these caribou are sometimes met in herds of 10,000 or more it will be readily understood that there is plenty of game in that country and that the explorers found no difficulty in supplying themselves with venison. The report speaks of the magnificent fish to be caught in the waters there and especially of the whitefish, which is described as "the best fish that can be met in this world," and there is a sketch of the country given. They admit that the summer is short, but they

say that it lasts at least three months; that they had a garden in which they produced very fine lettuce, and cabbage in abundance, and other vegetables, which were preserved to make soup in the winter. Two hundred years ago, therefore, a population could be sustained in that country so long as they could get from time to time supplies of bread and wine from Europe to mix with their provisions; and if at that time life could be sustained there it is equally practicable to-day.

We often hear allusions made to the trade between Asia and Europe, which is expected to pass through the Dominion when our transcontinental highway is completed. If this direct route by way of Hudson Bay is opened up it will furnish the shortest and cheapest route for that through trade, and therefore we cannot give too serious consideration to the subject, with a view to ascertaining whether the project is feasible or not. I know at the present time there is but one opinion in Manitoba, Dakota, Minnesota and our own North-West Territory on the subject. Lately at an important meeting held at Emerson, it was decided that the scheme was perfectly practicable and that the railway should be built forthwith—that they would secede from the Union unless the road was built without delay. I do not come here to press this demand on the Government, but I say they would exercise a wise discretion if they would give the public an opportunity of forming an opinion on the whole question. At the meeting to which I have referred, there was naturally but one feeling, and resolutions were adopted on the subject. The people there wanted occupation. Business has not been as brisk as they would like, and they were seeking for something to occupy their attention, and in looking for a means of bettering their position they all agreed that the construction of this railway would confer a great benefit on that section of the country. I observe that the meeting was attended by people from Dakota and Minnesota, and I am not surprised at it, because we are certainly in a better position then they are. The question was discussed in a very sensible way, and while there was some difference of opinion as to details they all agreed that the work should be undertaken as soon as possible, and that as the Imperial authorities and the Governments of the Dominion and Manitoba were interested in the project, they should all contribute towards carrying it out. As I think that this Government is more deeply interested in the question than any other, I come before the Senate and ask as a favor that the Government should do something towards arriving at a final decision on the matter.

I have already shown what was thought of that country 200 years ago; I will now quote from the speeches of Hudson Bay men, delivered at the meeting to which I have just referred, at Emerson. A resolution was offered by Mr. Semmens of Emerson, who was for six years a resident missionary on Churchill river, to this effect:—

"That we regard the practicability of the Hudson Bay route as established beyond all question, and that although an examination of the various channels in Hudson Straits should be proceeded with, the construction of the railway northward should not be deferred pending such examination."

Mr. Semmens stated that there was abundance of wood and timber to furnish return freight. I am not sure that he was correct in that; at all events, I do not take the responsibility of saying whether there is an abundance of such return freight or not. I am of the opinion that there is not an excess of timber in that country. He went on to say that there were thirty large rivers pouring into Hudson Bay, giving vast mineral wealth. I think there is no doubt that there are vast quantities of valuable minerals around the shores of Hudson Bay. He said, also, that the trade in whale oil and seal would be immense; that Churchill is a magnificent harbor, capable of sheltering the whole of the British fleet; that the Hudson Bay Company's vessels have made 730 voyages and only lost two vessels, and that he was certain of the practicability of the route. The resolution was seconded by Mr. Nelson, of Selkirk, who also had experience as a Hudson Bay man, and who favored Nelson Harbor as the most desirable point for the terminus.

In view of these facts it seems to me that we should not hesitate to exert our best efforts to ensure the construction of this work. It is quite certain that there are great resources to be developed in that country, which has been, I do not

know for what reason, almost an unknown land up to the present time.

The other day, in speaking on the Pacific Railway Bill, I advocated it on the ground that it would be available in time of war for military purposes. The same argument applies to this Hudson Bay route. It would be a means of defence, not only for the great North-West, but also to aid in maintaining the glory of England. It would not be the first time that the same route has been used by British soldiers. On one occasion troops were sent by way of Labrador and Hudson Straits to York Factory and thence to Winnipeg. We can imagine the hardships to which they were exposed in that long sea voyage and the tedious journey to Winnipeg; but with this railway we would be able to reach Liverpool from Winnipeg in a week or eight days, and it would be practicable in case of emergency to send troops from England to the heart of the North-West for our defence, or we could send troops to assist in the defence of the British flag.

I have submitted to this House the reasons why I think some action should be taken by the Government to ensure the opening up of this route. I now solicit with all humility but with great confidence an answer to my enquiry.

HON. MR. RYAN—As my hon. friend from St. Boniface has made allusion to me in the commencement of his very eloquent speech on the subject he has treated so skilfully, I will, with the permission of the House, recall what has been done during the last six years on the subject to which my hon. friend alludes.

In the first place I am sorry to see that in the hon. gentleman's enquiry of the Government he confines himself to asking a question upon a subject which I believe is pretty well established, the practicability of constructing a railway from Winnipeg to the Hudson Bay. I happen to know the experience of two companies that have been chartered for that purpose; I know that they have made extensive, and I may say expensive, surveys upon two of the routes. One of these I can speak more specially of, and I know that the route from Winnipeg to the mouth of the Churchill River is not only practicable but quite easy, and the railroad can be constructed at a very moderate expense. To ask the Government to make another survey for that purpose is really unnecessary; I think its practicability is established beyond all question, and I may say that the Government, if they wish to have information on that subject, have at their disposal the surveys made by one of those companies; they can have the use of it, and have it checked over and examined to see if it approaches correctness or not. It is a foregone conclusion that there is no difficulty whatever in building a railway from Hudson Bay to Winnipeg in more directions than one. I might mention, as a curious coincidence, that it is within a day or two of six years since I first called the attention of this House to this question of a route from the North-West through Hudson Bay to Europe. At that time, it was on a motion of the hon. gentleman from Woodstock on the subject of immigration, and during the debate it occurred to me as a means of promoting immigration to the North-West, we would have to strike out something new to afford easier access to that country, and it was in allusion to that I brought forward this question of the Hudson Bay route to Winnipeg. I called attention on that occasion to the report of the Deputy Minister of the Interior, Col. Dennis, who is no longer in this country, in which he says, "The undersigned thinks the subject of sufficient moment to justify the Government in taking steps to test the length of the season and the character of the navigation in Hudson Bay and Straits, and respectfully urges upon the Minister the expediency of dispatching, in the ensuing spring, a steamer, properly equipped and commanded, with that view." Now, really, that is the question which is still left undecided. It is not the question whether a railway can be built to Hudson Bay, but it is a question whether there are facilities for navigating Hudson Bay and Straits, and there is one point which my hon. friend from St Boniface, in referring to the records of that region in ancient years omitted, and which makes a great difference in considering the matter at the present day—that is, that instead of navigating Hudson Bay with slow-going sailing vessels, as was the case 200 years ago, we have now the great and important advantage of steam vessels to carry us through

those sometimes ice-bound Straits and the grand navigation of the Hudson Bay. We now have steamers which we all know can face masses of ice successfully, and that do so in our own St. Lawrence, and I believe that there is no doubt whatever that the Hudson Straits, and the Hudson Bay, will both be found practicable for steam navigation.

HON. MR. BOTSFORD—For how long a season?

HON. MR. RYAN—Just what we want to impress upon the Government, and have been trying for six years to call their attention to, is this question of the length of the navigation in the Hudson Straits and Bay. Opinions—they are merely opinions, because they have not been practically tested as yet—vary on this subject. Some assert that there is navigation during a season of from five to six months, and some go even further, but men whose opinions should have some weight think that six months navigation can be had. If we have only five months navigation there, I believe it would be a very profitable enterprise for any one who would undertake it, to establish steam navigation there. However, I admit, and have always admitted at any time that I addressed the House on this subject, that there is a difficulty. I remember the question being particularly brought up by my hon. friend from Amherst, on one occasion, as to the navigation of the Straits, and I at once admitted that there were questions of difficulty connected with it, but my present object is to induce the Government, if they can see that it is of sufficient national importance, and for the benefit of the country, to test that question thoroughly. The great object is to bring about an investigation as to the length of the season of navigation in the Straits, and in the Hudson Bay itself. In the course of the investigations which have been made by myself and others upon the subject, we have ascertained lately, by enquiries made in England on the subject of the rates of insurance which men accustomed to insurance business would charge on vessels navigating to the Hudson Bay, that experienced underwriters do not think that the rate of insurance on vessels properly prepared for the voyage would be any higher than to the Gulf of St. Lawrence—to Quebec or Montreal—because the depth of water is known to be much greater in the Hudson Straits and in the Bay, and that fewer shoals exist than in the St. Lawrence. Now, that is a very important point, and if underwriters would undertake to charge only the same rate of insurance on vessels navigating the Hudson Bay as on those going to the St. Lawrence, it shows the confidence they have in the easy navigation of the Straits.

With regard to the facility for constructing railroads from Hudson Bay to the North-West, I might refer not only to the reports which have been made by competent engineers on that subject, but also to the reports of Dr. Bell, who is a member of the Geological Survey. He describes the great facilities which that country affords for the construction of railroads. In his report of May 6th, 1879, he states that he was over that country and that he saw nothing whatever to render railway construction difficult. That statement has since been corroborated by the reports of the engineer of the Company to which I have referred. While I concur altogether in the view of my hon. friend as to the necessity and importance of establishing whether railroads could be constructed there or not, I may say that point has already been established beyond a question, and I, therefore, think that it would be unnecessary for the Government to undertake to do so at the present moment; but if the Government, in deference to the opinions of the people of Manitoba, which all men must say deserve consideration, would provide for a proper survey—which it was at one time hoped the English Government would assist in—of the Hudson Straits, and establish, beyond all question, the practicability of the navigation of these waters, I believe they would confer a great advantage to the country, and, I dare say, would put a stop to the agitation which is now going on in Manitoba upon this subject. If they were to send, as was recommended by Col. Dennis six years ago, a proper steamer and an efficient staff of engineers, and obtain a thorough survey of the Hudson Bay and Straits, I believe they would do more to satisfy the anxious feeling which evidently now exists on that subject than anything else would do. I may say that when the subject first came

before us it was lightly thought of, and was not considered a matter that would lead to anything practical ; but I see now from the feeling exhibited in Manitoba and the North-West, that it is a question of vital importance to that part of the Dominion, and one which it is of great moment for this country to have settled.

HON. MR. NELSON—This is a question in which I took a deep interest before I became a member of this House, and in which I have taken a deep interest since. One of the first things that must strike any one on looking at a map of British North America is that the Hudson Bay extends into the very middle of this continent. The distance from the present terminus of the Canadian Pacific Railway on the Pacific Ocean to a point on the Hudson Bay at the mouth of the Churchill or Nelson River, as the crow flies, cannot be over 1200 miles, and a line of railway from one of these points connecting with the Canadian Pacific Railway would afford an exceedingly short line across the continent. It is an important fact that a line of railway from some point in Manitoba or the North-West will give an exceedingly short line of communication with Europe, provided the navigation of Hudson Bay and Straits is safe and practicable, and that it will increase the value of the produce of the North-West to a very great extent—indeed I am not certain that it will not double its value to the producers. I have taken the trouble to look at Dr. Bell's report for 1879-80 upon the subject of the navigation of Hudson Bay and the character of the country surrounding that Bay. I believe that it has been a prevailing impression amongst members of this House, and amongst the members of the House of Commons, that Hudson Bay and Straits were away in the frozen regions, and that it was not worth their while to give any attention to the subject of navigating them. I believe that the greater number of members of Parliament have not thought it worth their while to take up the reports on the subject, and study them, and if the House will bear with me a little I shall call attention to some portions of the report of Dr. Bell bearing very strongly upon the subject now before the House. It will be recollected that in 1879 Dr. Bell made a voyage from York Factory to Great Britain, and during the voyage he made notes of the difficulties met with along the route. The voyage from York Factory to the mouth of the Straits occupied nearly one month. The vessel, if I recollect right, left Fort Churchill on the 13th of September, and took until the 9th of October to get out of the Straits. Hon. gentlemen will admit at once that with a properly equipped steamer the same voyage could be made in the space of a few days. During her voyage through the Bay and Straits the ship met with no great difficulties. She was occasionally detained by ice that would have caused no delay to a steamer. About the 9th day of October the ship passed out of Hudson Straits. In passing down across Davis Strait Bay she encountered only a small quantity of ice, and from there to Great Britain there was nothing unusual occurred during the voyage, and no ice mentioned as having been met with. I should like to call the attention of the House to this fact, that nearly all the ice from the north comes down from Baffin's Bay, and that little or none of it comes from the eastern shore of Greenland. The ice from Baffin's Bay flows down by the western shore of Davis Strait, and the floes of ice passing there, although they may be numerous, perhaps, at certain seasons, yet steamships coming from England to Hudson Bay, or going from Hudson Bay to England, would encounter this belt of ice floes only one day during the voyage. I would mention also that I consider from what I have read upon the subject that the ice to be found in the Hudson Straits is of a totally different character, as to size and extent, from the icebergs on the Atlantic. The larger icebergs are carried down from Baffin's Bay by the current from the Arctic sea. They meet the outward flow of the tide from Hudson Straits, and with its additional strength are carried out to the Atlantic. Icebergs of any size from Baffin's Bay, therefore, can only be floated in to the Strait by the return of the tide, and a comparatively small number of them can be carried back in that way. The ice met with in Hudson Straits, at any season of the year, is more of the character of field ice. Small icebergs are, I believe, sometimes met with, but are generally in a rotten condition. From this report of

Dr. Bell's I see that the captain of the vessel in which he made this passage stated that there was a greater amount of ice in the Straits that season than he had ever seen there before, and Professor Bell himself, from his own experience, also states that he had encountered a much greater amount of ice in passing through the Gulf of St. Lawrence than he had met with during this voyage through Hudson Straits.

I find that Dr. Bell, speaking of the different harbors on Hudson Bay, more particularly refers to the harbor at the mouth of the Churchill River, which he characterizes as a very fine harbor indeed. It has been noted that it has been open on different occasions until about the middle of November, and is always in the immediate neighborhood of the open sea on Hudson Bay, that Bay being, I believe, always open. I find also, in his remarks, a statement made that the distance from the harbor at Fort Churchill to the terminus of any railway which would be built from the North-West for the purpose of shipping its products—say from the city of Winnipeg itself—as compared with shipments by way of Montreal, would be in favor of the northern route by some 800 miles. Not only that, but taking a point which would be the centre of the great agricultural country of the North-West, the distance from that central point (about Lac la Biche) to the mouth of the Churchill, would not be greater than from the same point to Winnipeg itself; so that shipments from the centre of our great agricultural districts in the North-West, to a harbor on the Hudson Bay—one of the best harbors there—would have an advantage over a shipment by way of Montreal, equal to the difference in distance from Winnipeg to Montreal, which would mean perhaps, in the neighborhood of 1,500; and if the distance to Halifax, for instance, were taken, I think the difference would be perhaps 1,700 or 1,800 miles. With respect to the argument that the building of this line of railway to Hudson Bay would take away much of the traffic from our present Canadian Pacific Railway, upon which we have spent so many millions, I do not think such would be the fact. To my mind the great advantage which would result from the proposed short line would be the giving of increased value to the products of the farmer in the North-West; I cannot exactly calculate what that difference in value would be, but I know it would amount to something enormous, and my idea is that our great object should be to give value to those products, because by so doing we would offer the greatest possible inducements to emigrants to go into that country. With the large increase of population which would thus be attracted there, and with increased value of the products of that country, I believe an immense trade would be done with the older provinces of the Dominion, and would furnish a greater amount of traffic for the Canadian Pacific Railway than it would otherwise have. Another matter in connection with this would be the probable establishment of a large city at the mouth of the Churchill, or at the terminus of any railway running from the interior of the North-West. The establishment of such a city would tend to develop the resources of the Hudson Bay itself—of its great fisheries, and of the mines which are known to exist in different places along its shores. The country, to a very great extent, is at present a *terra incognita*, and one cannot say what riches it may contain, but I think whatever expenditure may be necessary to prove that the Hudson Bay and Straits are capable of successful navigation would be very small when compared with the advantages that might result from it, and I would strongly urge such expenditure upon the Government. The hon. senior member for Halifax, I know, is opposed to the building of the northern line route as he thinks it would take away the traffic from the present Pacific Railway, and thereby injure the older provinces; but, hon. gentlemen, British Columbia would suffer in a like manner, for without this northern strait route to Europe, all the products of the North-West, west of a certain meridian of longitude, must find the European markets through British Columbia, and be shipped thence through the terminal point of the Canadian Pacific Railway on the Pacific; more especially will this be the case when the Panama Canal is completed, a work which at present is being pushed vigorously and will, in all probability, be finished in five or six years. Still I know the people of British Columbia will be

quite willing to forego this advantage for the greater one to be gained in the general prosperity to be brought about in the interior of the country by the proposed construction.

HON. MR. POWER—I was very much gratified by the speech made a little while ago by the hon. gentleman from Victoria division. When I read this notice, and heard the speech of the hon. gentleman from Manitoba, it struck me that the Government were about being called upon to make another outlay in connection with this Hudson Bay question,—with the making of the Hudson Bay the medium of transportation for freight to and from our North West. But I was very glad when the hon. gentleman from Victoria informed the government that there could be no question whatever as to the practicability of making the railroad from Winnipeg to the mouth of the Churchill River, and that there was no necessity for going to any expense in connection with a survey, because he was in a position to say that the surveys already made (accurate surveys I understood) by at any rate one of the conpanies which proposes to build the road from Winnipeg to Hudson Bay were at the disposal of the Government. Consequently the question of my hon. friend from St. Boniface has been answered, practically, by the hon. gentleman from Victoria. When my hon. friend first brought this matter before the House I ventured to express an opinion not altogether friendly to the scheme which he supported. I shall not say anything about that to-day; but I wish to call attention to a statement which I have seen in two or three newspapers recently, to the effect that the Government propose to place a sum of $150,000 in the supplementary estimates, for the purpose of purchasing a steamer to make the necessary surveys in the Hudson Bay and Straits. I merely wish to call the attention of the Government to the fact that such an expenditure is quite uncalled for, as they can hire the very best kind of vessel in Newfoundland. A Newfoundland sealing steamer could be hired—her services to begin at the close of the sealing voyage in Newfoundland, and to continue until the navigation of Hudson Bay and Straits had ceased for the season—for less than one-tenth of the amount which it is said the Government proposed to expend. The whole question of Hudson Bay navigation, and of the wisdom of the policy proposed, can hardly be discussed at the present time, and I simply wish to reiterate the opinion which I expressed before, that—looking at the many millions we have expended for the purpose of enabling the products of the North-West to find their way to the sea, at Montreal and other points of outlet, and at the other millions that would be required for the purpose of taking the business away from that route and sending it out by the Hudson Bay, while, if the wealth of this country were without limit, there might be some reason in such a policy—under the present circumstances the wisdom of it is more than doubtful. If, however, the Government can, by an expenditure of $15,000 or $20,000 get all necessary information as to the navigation of Hudson Bay and Straits, I think that the people of the North-West are entitled to have that expenditure made. I may make a further remark: the hon. gentleman opposite said that the navigation of Hudson Bay lasted, at least for five, and probably for six months of the year. Now I see that before the Committee of the other House who have this matter under consideration, a gentleman who has had long experience in connection with the Hudson Bay, asserted that the period of navigation did not last more than three months.

HON. MR. CARVELL—I hope that what my hon. friend, who has just taken his seat, has seen in the papers is true. If it is true (and perhaps it will not be asking too much of the hon. leader of this House, if it be true, to say so) I think it would afford a deal of pleasure to a very large proportion of the people of this country, and certainly this action will not be taken too soon. My hon. friend has certainly not reflected, or he would not have spoken as he has done, on the feasibility of doing this work for $15,000 or $20,000. Even if $150,000 appears a large amount to estimate, it is not necessary, should it prove to be more than is needed, to expend the whole of it. To prove definitely and positively whether or not the Hudson Bay and Straits are navigable, appears to me to be a very important

service in charge of the Government, and sufficient time has already elapsed without proper steps having been taken to that end. In my opinion the time has now fully arrived when that work should be prosecuted as vigorously as possible. In connection with the report in the newspapers, I see it stated that the Government have decided to procure a suitable steamer, and to man, equip, and provision it, in order to see whether the navigation of the Hudson Bay is feasible or otherwise. Whether it occupies one year or several years, until the work shall be thoroughly and satisfactorily done, it is very desirable that such a vessel should remain in the Hudson Bay; the work is in the interest of this country, and should be accomplished at the earliest possible moment.

HON. MR. KAULBACH—I regret that the hon. member from St. Boniface has not called the attention of the House to this subject in another way than by merely making it an enquiry, as many hon. gentlemen might have been prepared to discuss the question now before the House. I believe it is a matter of great importance to ascertain whether the navigation of the Hudson Bay can be maintained long enough in each year to benefit the great North-West, and in my judgment the expenditure upon that object of so trifling a sum as $10,000 or $20,000 would be absolutely wasted. If a survey of the Hudson Bay is to be made at all, it should be a thorough one.

HON. MR. POWER—My hon. friend has mistaken the object in view; it is not a survey, but it is the ascertaining whether the Bay and Straits are navigable during the winter, and for how long.

HON. MR. KAULBACH—Even so, it will be necessary to get information about the current, the temperature, fogs, depth of water and packs of ice in the Straits, as well as many other things which it is important to consider, and so small a sum as I have just named would be almost wasted. The survey should be such a one as would satisfy the public, as well as all who engage in enterprises which would depend upon the navigation of these Straits. I believe that cannot be done by sending a steamer up there during the summer season, with the idea of her returning again in the winter, as suggested by the hon. gentleman from Halifax; the vessel should stay there for perhaps two or more winters. It seems to me it has the greatest difficulty in the pack ice at the mouth of the Straits. I know that vessels from my own particular province (Nova Scotia) prosecute the fisheries far up on the Labrador coast, and even when they leave us in the latter part of May, or early in June, their greatest difficulty is to avoid the ice in proceeding northward. As my hon. friend from Burrard Inlet has said, this ice comes down largely from Baffin's Bay, and I think it is one of the greatest difficulties to be surmounted. As regards the navigation of the Hudson Bay, it is quite clear from what I have read of the report of Dr. Bell, that it is navigable for three months of the year, and in the opinion of captains of sealing vessels, and others interested in Arctic exploration it would appear that three and a-half months is the longest season for navigation there; but, as my hon. friend from Victoria said, with powerful steamers properly equipped, the season might possibly be extended to five months of the year. It is generally supposed that better routes are to be found in the northern parts of the Straits, and that communication might be made with the Straits around Resolution Island. There seems to be a rapid current in the Straits, and the tides keep them open the whole year, so that getting out of the Straits would present no difficulty, but it is in the spring of the year, when the ice packs occur at the mouth of the Straits, that the greatest difficulty would be experienced. These remarks are of course based mainly upon what I have read, and upon information received from many of our fishermen who have prosecuted their calling on the Labrador coast, and very far up towards the Hudson Bay and Straits.

HON. MR. WARK—I think that young men are disposed to go ahead a great deal faster than their seniors, but whether this rapid motion is very desirable is another consideration. We have now an expensive railway being constructed to carry out the products of Manitoba and the North-West, but before it is half finished people there are clamouring for another

outlet. We do not know enough of the Hudson Bay navigation, supposing it is navigable for certain months in the year, to say what it would cost to carry freight in that direction, as compared with the expense of carrying it from Montreal. I am one of those who do not believe that the products of that country will ever be carried to a great extent from the Atlantic sea ports. There is a great deal of discussion about winter ports, but my impression is that whatever portion of the products of one season cannot reach Montreal for shipment during that season, will have to remain until the next year. The wheat crop for instance, cannot be ready for shipment from that country, or at any rate a large proportion of it, until navigation has closed, and though it may be possible to bring forward their products in the winter, it will probably be necessary to store them in elevators at Lake Superior, and hold them in readiness for the next spring trade. To carry those products, after navigation closes, to any Atlantic sea port, it would be necessary to calculate on a great rise in the markets abroad; otherwise it would never pay. How much of the crops of any one season could be carried out through the Hudson Bay, or how much would be ready for shipment up there before navigation closed, are questions which must be solved before we can say just how valuable the navigation of Hudson Bay will be in this direction. Some years ago it was suggested that certain products would be carried over the Rocky Mountains, and shipped by the Panama Canal. The whole products of California have been carried around Cape Horn and certainly if that canal was open it would be the cheapest mode of carrying the product of our North-West to market; it would be much cheaper, I think, than having it carried via an Atlantic port in the winter.

HON. SIR ALEX. CAMPBELL—I am sure the House has listened with great interest to the remarks made by the hon. gentleman from Manitoba (Mr. Girard) in introducing this question to the notice of the House. I am equally satisfied that the House quite agrees in the expressions he has made use of in regard to the race to which he belongs, and in which he feels a just pride. Certainly their efforts in the earlier history of this continent have left traces of their presence in all directions, from the St. Lawrence in the east, to the slopes of the Rocky Mountains in the west, and they did more in those earlier days for the development of the country, in connection with its fur trade and other ways, than the English speaking portion of the inhabitants. I recognize fully the great services which my hon. friend's countrymen have rendered to this continent in the past, and which they are still rendering at the present time—services in which my hon. friend is now participating. He will have listened with interest to the acccount given by the hon. gentleman from Victoria, of the achievements of the Company of which I believe he himself is a member—a Company organized for the purpose of constructing a railway from some point on the line of the Canadian Pacific Railway to Fort Churchill on Hudson Bay.

In the beginning of their enterprise they ascertained that the route, about which my hon. friend from Manitoba is enquiring, is practicable for railway construction. I believe the same thing has been ascertained with reference to a line of railway from some point on the Pacific Railway to Moose Factory, so that it is very clear with reference to two distinct lines that the practicability of the construction of a railway has been ascertained, and that is the question which my hon. friend has put to the Government. So far, therefore, as that particular point of this question is concerned, I may say that the Government does not propose to do that which has already been done by the Company to which my hon. friend belongs, or by the other Company to which I have referred.

There is another reason why the Government should not undertake such a task: It would be occupying a position too paternal for the Government to assume. There are many dangers to which they might expose themselves by taking the course which my hon. friend from St. Boniface thinks they might pursue—the danger, for instance, that the reports of the engineers employed by the Government might be erroneous. In that case those who might invest money in an enterprise based on the reports of the engi-

neers, might think that they had a claim for compensation on the Government. They might say "we undertook this on the strength of the information furnished by the Government: your engineer said we would find a plain, level country, affording good facilities for railway construction, and here we find an enormous morass or a chain of mountains; we have been led into this by your report and we look to you for compensation." That is a danger which the Government might incur by taking the course which has been pointed out by my hon. friend, even if the necessity for it existed, but the necessity does not exist, for the reasons given by the hon. member for Victoria.

With reference to the other question which has come up incidentally in the course of the debate—ascertaining the possibility of navigating the Hudson Bay—the Government has undertaken and will carry out a thorough enquiry into the subject, how long the Bay remains open and what difficulties there are in the way of navigation. They propose to do that in a manner which shall be efficient whether it takes one season or two seasons. With reference to the proposed boat, no communication has taken place with any newspaper on the subject, and there is no authority for saying that the sum to be appropriated is to be used for purchasing a boat. The boat will be employed for the service intended—that is, an efficient and thorough examination of how long the Straits and Bay remain open, so as to put that point in the most complete and thorough way in the possession of the public and of the companies that are disposed to invest their money in the construction of lines in that part of the world.

In reference to giving encouragement to such enterprises, the Government do not propose to do anything more than to aid by a grant of land any company which shall be organized for the purpose. These two companies are now organized, I believe, each one on an independent footing. It is the desire of the Government that they should unite. If they do unite and give such assurances as shall be satisfactory to Manitoba for the prompt and early construction of the road and for the establishment of reasonable tolls of freights upon it, then the Government of the Dominion will be prepared to ask Parliament to convert the sale of land, to which one or both of those companies are entitled, to a free grant for the purpose of encouraging them as far as possible. Beyond that the Government will not give any encouragement. They propose to ascertain the practicability of the navigation of the Straits and Bay; and they propose to subsidize any railway constructing the road and giving satisfactory assurances to Manitoba on the points I have indicated, by a grant of land. Those are two points on which the Government will take action in the direction I have mentioned. The $150,000 is a matter still to be adjusted, but it is not proposed to purchase boats, but to employ vessels for the service.

BILLS INTRODUCED.

Bill (23) "An Act to incorporate the Vaudreuil and Prescott Railway Company." (Mr. Lacoste.)

Bill (C) "An Act to amend the Canada Temperance Act, 1878." (Mr. Macpherson.)

ST. CLAIR FRONTIER TUNNEL COMPANY'S BILL.

SECOND READING.

HON. MR. VIDAL moved the second reading of Bill (62) "An Act to incorporate the St. Clair Frontier Tunnel Company." He said: This Bill is for the purpose of incorporating certain prominent persons in the town of Sarnia, and in the city of Huron on the opposite side of the river, as a company, giving them the power of constructing a tunnel under the River St. Clair. The vast increase of traffic over the railway has rendered necessary some facilities for the taking of goods from one side of the river to the other in advance of those which are now possessed. As most hon. gentlemen are aware, the character of the land on either side of the river is such that it is not possible to construct a railway bridge there. The greatest elevation of either shore is probably about 20 feet, and passing up and down that river is the whole current of the commerce of the great cities of Chicago and Milwaukee, and the vast

trade of Lake Superior, Lake Huron and Georgian Bay. Large vessels with lofty masts are constantly passing up and down, and consequently a railway bridge at that point is out of the question. The present mode of conveying passengers and freight across the river is by taking the cars on large steamers built for the purpose. It is quite obvious that this process requires considerable time to take a train into pieces, transport the cars across on vessels, and then couple them together again. It is therefore considered very desirable that other means should be provided, more especially as it sometimes happens—and it has happened twice this winter—the ice forming in the river has absolutely prevented the boat crossing, and there has been a complete stoppage of traffic in consequence of it. Under these circumstances, the parties seeking incorporation have conceived the plan of constructing a tunnel at or near the town of Sarnia, to connect with some point at or near Port Huron. The width of the river is about three quarters of a mile. There is nothing peculiar about this Bill; it is drawn in the same form that other measures are, and contains the necessary provision that before the Company begin work they shall have their plans approved by the Governor-in-Council; providing also that, as it will be necessary to work under the water, they shall obtain the consent of the Government as to the site of the tunnel, and all matters connected with it, before steps are taken to engage in the work. I am asked if legislation will be necessary from the American Government; of course there will be legislation there, both by Congress and the Legislature of Michigan, to enable the parties on the other side of the river to join with those on our side. Provision is made that when the tunnel is completed and ready for traffic, the trains of all railways shall have the privilege of using it without any discrimination in tariff rates. It will be thrown open to all lines.

HON. MR. HAYTHORNE—Can the hon. gentleman state the nature of the strata through which the tunnel is to be driven?

HON. MR. VIDAL—No, I cannot, because there has been no examination made whatever; but we know from the general character of the country that no difficulty will be experienced. A very large number of borings have been made in the vicinity in searching for oil, and in that way we are quite well acquainted with the character of the strata on both sides of the river in that vicinity. There is no rock encountered until below 100 feet under water; but I believe that the intention is not so much to build an ordinary tunnel under the river, in the way tunnels are sometimes made through rock, as, probably, to construct a large tube and inside that tube, which is to be sunk below the bottom of the river, will be the line of railway. I rather think that is the plan which has been suggested, and it will probably be acted upon. However, that remains for the further consideration of the Company when it shall be properly organized and in operation. I do not think I need take up the time of the House going into the details of the Bill. They are the ordinary provisions applied to such corporations, and of course the measure will receive very careful scrutiny at the hands of the Committee to which it will be referred.

The motion was agreed to and the Bill was read the second time.

FRAUD IN SALE OF PATENT RIGHTS BILL.

IN COMMITTEE.

The House went into Committee of the Whole on Bill (26), "An Act for the better prevention of Fraud in connection with the sale of Patent Rights."

In the Committee,

HON MR. LACOSTE said he felt it his duty to express his views on this important measure. He at once admitted that the design and object of the Bill were most laudable, but what seemed objectionable was the mode adopted to prevent fraud, which was to obstruct transactions and impose restraints upon the whole community by preventing *bona fide* vendors taking promissory notes. Now it was well known that promissory notes were most beneficial instruments to facilitate transactions; yet the second clause would

take away altogether the principal character of such notes. It provided that the holder of a promissory note should take the same, subject to any defence or set off in respect of the whole or any part thereof which the purchaser thereof would have had in any action, suit or claim if brought by the vendor on such right against the purchaser thereof of such instrument. The principal character of a promissory note is that the holder of it, before its maturity, takes the note free from all liability, free from any set off that the maker of the note could urge against the payee or endorser of the note. This legislation would be a very bad precedent. Suppose to-morrow that fraud prevailed in the sale or purchase of mining rights, as was the case in some parts of this country, or in stocks, a Bill like this might be introduced prohibiting the use of notes in those transactions. For these reasons he moved that the Chairman do now leave the Chair. This was with a view of bringing the question before the House, in order that a decision might be reached. The third clause appeared to be abnormal and exceptional legislation. That clause provided :

3. Any one who induces any person or persons to make, accept or endorse any such instrument, the consideration for which consists in whole or in part of the right to make or vend a patent machine or anything claimed to be patented without the words "given for a patent right" being so printed or written as aforesaid across the said instrument, shall be guilty of a misdemeanor.

It is true that there is a maxim of law which says that every one is presumed to know the law, but as a matter of fact most people do not, so that *bona fide* vendors of patents, not knowing the law, might in good faith take promissory notes and find themselves guilty of a misdemeanor. It might be urged that in such a case a magistrate would not condemn a man, but in a prosecution under this Bill if the evidence of the breach of the law was clear, the magistrate would be bound to condemn him.

HON. MR. SKEAD said if he understood the motion before the Committee its effect would be, if carried, to kill the Bill. In his opinion it would be a great pity to reject the measure as it was one that would be a great benefit to the people of the country. He had known several cases that had occurred in this vicinity where frauds had been perpetrated of the nature that this Bill was intended to prevent. As he had no knowledge of constitutional law, he would have to place himself in the hands of the constitutional lawyers in this House to do what they might consider necessary to make the measure acceptable.

HON. MR. SCOTT said there was no doubt that the Bill was a grave innovation on a well known principle of law. It was making a misdemeanor of an act which could not be called a crime. However, he quite agreed with what his hon. friend (Mr. Skead) had said, that a great deal of fraud had been practised on a class of the community who ought to be protected. If the Bill were made less sweeping in its character it might have the effect of mitigating the evil which it sought to prevent. He would be quite prepared to amend the Bill to have it declare that the party who sold a patent right and induced the farmer or other purchaser to give a note in payment, was guilty of a misdemeanor unless the words "given for patent right" were printed on the face of the note. The first clause declared that such notes given for a patent right shall have these words written across its face. There was no penalty attached to that, and to give full effect to the clause it ought to provide that otherwise the note would be void.

HON. MR. POWER thought that would would be very objectionable.

HON. MR. SCOTT said if the Committee did not wish to go as far as that he would suggest the amending of the 3rd clause by leaving out all that part of the paragraph from the 25th line that relates to the person who takes, sells or transfers the instrument, and make it a misdemeanor only on the part of the principal in the transaction, that is, the one who takes the note for the alleged patent right.

HON. MR. DICKEY reminded the Committee that this Bill was admittedly an exceptional piece of legislation for the purpose of meeting an exceptional condition of things, in consequence of frauds that had been perpetrated on ignorant persons in various parts of the Dominion,

by parties selling bogus patent rights and inducing the purchaser to give a note payable at a future date, which note the seller speedily disposes of, and the holder of the patent right subsequently finds himself with a worthless right in his hand and a note to meet at the Bank. This was a crying evil in various part of the country which it was proposed to meet by this measure. The first clause renders it necessary that on all notes given for these assumed patent rights the words "given for a patent right" should appear upon the face of them, thus giving to the world due notice of what the note was made for. The second clause prevented the party holding such a note from depriving the party who made it of his defence. That clause was put in to meet a provision of the law which was familiar to every lawyer in the House, and that is, where a note, made payable at a future day, was endorsed before it came due, want of consideration cannot be set up as a defence. Surely there was nothing wrong in any such case where the party transferred a note which had on the face of it "given for a patent right," in providing that the party who takes it had fair notice that he took it subject to any defence which could have been made by the party who gave the note if an action were brought against him?

HON. MR. PLUMB said he could hardly have believed, if he had not heard it, that it was possible that such a state of things existed as was diclosed before the Committee while discussing this Bill. He could not have thought it possible that there were any persons in the country who were so simple as to be unable to protect themselves from the frauds which this Bill was intended to prevent. It seemed to him that the notoriety which had been given to transactions of that kind was almost a sufficient protection without the passing of a Bill of this exceptional character. While there was no doubt that many persons had been imposed upon by patent right vendors, it should be borne in mind, in considering this matter that the persons who make these purchases do so for their own gain. It was not like the case of a man buying a patent right of an article for his own use; but these parties bought the patent rights to sell them again, and stimulated by the thought of gain, and blinded to a certain degree to the consequences of their act, they were prevented from making as close an investigation into the matter as they would have done under other circumstances. In his opinion the penalties which were provided in the 3rd clause were objectionable in as great a degree as had been contended by his hon. friend (Mr. Scott), and he quite agreed with him that it the House was to accept this Bill it should be with the limitation which he proposed. The principle upon which the Bill was based was a wrong one, as he did not think that any portion of the community was entitled to the kind of protection which this Bill provided, and which struck at the root of all sound commercial principles, as it would not be desirable to have on every note that was floating a statement of the consideration for which it was given. He was sorry that the Bill was drawn in such a manner that it could not command the support of the House, in making a statutory crime of what was really not a crime.

HON. MR. KAULBACH agreed with his hon. friend that the House should hesitate before interfering with the general laws relating to bills of exchange and promissory notes unless there were exceptional reasons for doing so. In this case there were exceptional reasons, as people in the rural districts were constantly being imposed upon by sharpers selling patent rights, and there was no other way of meeting the evil than by such a measure as the one now before the House. It was quite clear that a party who took a note with the words "given for a patent right" written across the face of it would have sufficient warning of the risk he incurred in collecting it. He came to the conclusion to support this Bill with some hesitancy, as he did not care to see the general principle which applies to all negotiable paper infringed upon in this way, but he believed there was sufficient necessity for this measure to justify the House in adopting it.

HON. SIR ALEX. CAMPBELL said that the Bill, in the shape in which it was presented to the Committee, was admittedly an imperfect one, and he did not think any injury would be sustained if the

matter was allowed to stand over for another session, and it could then be presented to the House in a better shape for their consideration. For his own part he should vote for the motion of his hon. friend from DeLoremier, because he felt that this was a dangerous kind of legislation. The general law relating to promissory notes and bills of exchange was one which had been the result of long experience, and had governed mercantile transactions for hundreds of years, and should not be departed from. He did not see that men who were trafficing in patent rights were entitled to special protection. When the Bill was first before the House he, as well as many other hon. gentlemen, was under the impression that it was intended to protect farmers from fraud in the sale of patent rights which they were using, but on looking more closely into it, its object would seem to be to protect persons who were dealing in patent rights, and not at all to protect the man who was using the patent, which he thought placed the matter in a very different light and detracted from the sympathy which one would be disposed to have for a measure to protect farmers who purchased patent rights for their own use. Dealers in patent rights were, for the most part, keen, shrewd speculators in pursuit of gain, men who ought to be permitted to run their own risks. He could see no difference between the men who were intended to be protected by this measure, and any other class of men who were deceived in trade. Why should a man who buys the right to sell a patented article through a county be protected any more than a man who buys groceries? Yet the House was asked without any just reason for doing so, to depart from a well known, and long established and safe principle of law.

HON. MR. KAULBACH said the exigency of the case was a reason.

HON. SIR ALEX. CAMPBELL considered that they should not bow lightly to any claim of exigency in this case, because it was not one where a wrong was done to persons who were entitled to special protection. If the object was to protect the farmer who purchased a right for the purpose of using it himself, and afterwards found it worthless, he could understand the necessity for it. But, as a rule, patent right vendors were a keen class of men who were more likely to impose upon others than to be taken in themselves.

HON. MR. POWER thought the Minister of Justice was under a slight misapprehension as to the object of the Bill. The reason for the introduction of the Bill was that a number of sharp-witted and unscrupulous men had spread themselves over the country, particularly in Ontario, and had made a practice of selling the right to vend some invention, generally an agricultural implement, in a county on commission. The party selling the patent right induces the farmer to sign an agreement—not supposed to be a promissory note—by which he undertakes to sell the article in his district; and he is not aware that he is signing a promissory note at all. That was altogether a different case from the one supposed by the Minister of Justice. No doubt the general law relating to promissory notes was a very desirable one to preserve; but the Minister of Justice would remember that some two or three years ago this House passed legislation to protect the victims of somewhat similar fraud in the Province of Quebec, and at that time infringed on the general law respecting promissory notes. In the present case he failed to see that there was any very serious infringement on the general law. He did not think it was unreasonable that the sale of patent rights should be accompanied by certain formalities which were not used in ordinary sales. For instance it was provided that certain formalities should accompany the sale of land, or the sale of vessels, and there was no serious objection that it should be so.

HON. SIR ALEX. CAMPBELL—Suppose the case of patent medicines; why should not a man who is deceived in patent medicines be protected?

HON. MR. POWER did not think that the right to sell patent medicines was very often transferred. If it was thought that the Bill covered more ground than it should, it could be amended by a limitation in the end of the Bill. The allegations made before the Committee of this

House, and before the Committee of the other Chamber, as to the frauds that were being perpetrated, had not been denied; and he could not understand how anybody was going to be seriously wronged by the passing of this Bill. The parties to whom such notes were tendered had notice that they accepted them subject to any defence to which they would have been subject in the hands of the original holders.

HON. MR. DICKEY considered that the objections to this Bill were founded entirely upon a falacy. It had been contended by the hon. member from Niagara, and the contention had been endorsed by the Minister of Justice, that the provision of this Bill would only apply to a case which was analogous to that of a person buying a horse or a patent medicine, in which they were deceived. But a moment's consideration would show that there was no analogy whatever between the two cases. The party purchasing a horse or a patent medicine had, at all events, an opportunity of examining it, as it was a thing which was tangible, and before his eyes; but here is a party who sells a patent right, an intangible thing, which is an entirely different case, and one in which an innocent man is apt to be cheated. The hon. gentleman from Niagara said: "Oh, these people must take care of themselves;" but the Bill was not intended to protect the interests of astute people like that hon. gentleman. It is the whole body of farmers in the backwoods who are likely to be imposed upon by vendors of these patent rights, who need this protection. The hon. Minister of Justice says, "Why should we protect these people?" They were not protecting people who go round the country selling these rights, but were punishing them, and protecting the innocent parties who suffer by their act. They protected those who would be persuaded to take these notes, if they had not the words "given for a patent right," written across the face of them. The hon. gentleman who made this motion had a very extensive practice, and must know there are hundreds of cases where great hardship has resulted to innocent persons in this way, and he must be aware that there are many cases now pending in the courts of his own Province, where innocent persons are being prosecuted for the amount of notes given by them which had been transferred by the holders to other parties, who are now sueing for the amount of them, and the innocent makers of the notes are mulcted in the money. This Bill had come from the House of Commons,—from the representatives of the people who have been injured by these transactions, and those who have voted unanimously for it feel that this Bill is required. Therefore, if the Senate should put their veto upon it, and, following the lead of the Minister of Justice, allow it to be delayed for another 12 months, the result would be to leave the field open to these vendors of (often) valueless rights, for another year. The statements made before the Committee showed conclusively the necessity for this legislation. The provisions of the Bill were in the right direction. In the first place, the person who gives his note for the purchase of a right or thing he has never seen, writes on the face of that note that it was given for a patent right. Then, in the second section the note was protected from being circulated to the prejudice of any innocent man who might be induced to sell it, by saying that it shall not pass until those words are written upon the face of it. Then, if a person discounts it, it is with the full knowledge that he is buying one of these patent right notes. Therefore, he saw no objection to this legislation, or why it should be postponed. If there was any objection to the third section it certainly could not be thrown into his face that he had advocated this Bill in its entirety, because he had called the attention of the Minister of Justice to that section, and had asked for his assistance; but he had given none, except to say that this Bill ought to be thrown out altogether. That was hardly the way to deal with legislation of this sort. The first two sections had his cordial support, and he was prepared to meet the suggestion made by the hon. gentleman from Ottawa with regard to the third section.

HON. MR. FLINT—said that he would be very sorry if some steps were not taken to protect the farmers against those sharpers who were going through the country selling patent rights. Within the

last ten days he had recived information that three different families had been victimized by these people, one to the extent of $600 and two to the extent of $300 each. These people did not go to the wisest or sharpest farmers, but rather to the ignorant and those who are easily imposed upon. He knew of such people who, within the last three or four years, had been obliged to mortgage their farms to pay notes which had been fraudulently obtained from them. Some remedy should be provided, and perhaps an endorsation of the name of the patent or other consideration upon the agreement which is given, would be a sufficient guarantee and protection to another person who might purchase such a note. Frequently the vendors of these patent rights sell the notes within twenty-four hours after obtaining them, and often they are willing to dispose of them for half their face value. He knew of instances where the parties had purchased these patents and paid the money down for them, but had never received any benfit from them, and he thought it was the duty of the Senate to protect people against such frauds. He trusted that the Committee would not consent to throwing out the Bill, but would amend it in the necessary direction to allow it to become the law of the land. If the punishment stated in the Bill was considered too great it might be made less severe, but at all events it was only proper that ignorant and innocent men should be protected against the vendors of these worthless rights.

HON. MR. LACOSTE stated that he had several cases pending before the court at Montreal in consequence of those fraudulent sales. The inhabitants of that district however had been taught a wholesome lesson and would not be so easily deceived in future. But for one fraudulent sale of patent rights there were at least ten *bona fide* sales, more particularly when the sales in cities, such as Montreal, were taken into consideration; yet by the proposed legislation the vendor would be prevented from taking, and the purchaser from giving a promissory note, as the Bill makes the giving of an ordinary promissory note a misdemeanor. The legislation might fairly be called abnormal, and it appeared to him to be unwise. He was quite prepared to adopt any measure which would protect persons who suffered from those sales, and to punish those who sold fraudulent patent rights, but he was not willing to impose an unfair restraint upon the whole business community. The measure had been passed by the House of Commons, but if the Senate thought the legislation was exceptional or unwise it was their duty to set it aside. He did not think the Bill before the House could be amended, but another Bill might be passed which would not contain such objectionable provisions, and if such a measure were brought before the House he would give it fair consideration.

HON. MR. WARK said that like the hon. gentleman from Niagara he was not aware that such villany was perpetrated through the country until he heard the statements made before the Committee. He had been informed since, that a person living on this side of the line made a practice of sending over to the United States and employing certain characters there to perpetrate those frauds, even telling them the very men to whom they should go, and who in his opinion could be imposed upon; these agents being paid for their services, and the notes endorsed in favor of their employer. So soon as the transactions were completed these agents left Canada, so that it was impossible to punish them. He thought it was the duty of the Government to look into the question and bring in such legislation as would protect the people of this country from being imposed upon as they have been in the past. He would like to see the Committee report progress, and the necessary amendments made to the Bill. He would therefore move that the Committee should rise and report progress, and would be glad if his hon. friend opposite and others who understood the subject thoroughly, together with the Minister of Justice, would suggest such amendments as would make it possible to place the Bill on the statute book of the Dominion.

HON. MR. DEVER was strongly opposed to the Bill when it came up previously, and had heard no arguments since to change his opinion of it. He believed it was wrong to take a note for which fair value was not given, and it was

proper that people who took such notes should be punished, The argument used in favor of the Bill was that it would protect the simple farmer, inasmuch as these words "given for a patent" if written across the face of the note, would be a warning to him, but if a farmer is so simple that he does not understand what a note of hand is, it is useless to try to protect him by legislation of this character. He was strongly opposed to the principle of the Bill and would vote against it.

HON. MR. KAULBACH referred to the remark of the hon. gentleman who moved that the Chairman of the Committee rise, "that for one fraudulent sale of patent rights there were ten of a *bona fide* character," and reminded the House that in straightforward transactions the notes were discounted by the banks and paid there. An honest agent would know exactly where to take such notes, and this legislation could only be of service in protecting innocent holders from being imposed upon by sharpers.

THE CHAIRMAN—The motion to report progress cannot be made, I think, in amendment to the motion that the Chairman leave the Chair. I shall therefore put that motion first. Is it your pleasure that the Chairman leave the Chair?

The Committee divided, and the motion was declared lost.

The motion in amendment was then adopted.

HON. MR. ALLAN from the Committee reported that they had made some progress and asked leave to sit again to-morrow.

The Senate adjourned at 6 o'clock.

THE SENATE.

Ottawa, Thursday, 13th March, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

THIRD READINGS.

HON. MR. ALLAN, from the Committee on Banking and Commerce, reported the following Bills without amendment, and they were then read the third time and passed :—

Bill (48) "An Act to incorporate the Atlantic Marine Insurance Company, (Limited). (Mr. Power).

Bill (49) "An Act to incorporate the Nova Scotia Marine Insurance Company, (Limited). (Mr. Power).

Bill (30) "An Act to extend to the Dominion of Canada the powers of the Corporation called 'De Nederlandsch-Amerikansche Land Maatschappij' (The Netherlands-American Land Company." (Mr. Dickey).

LAVAL UNIVERSITY.

MOTION.

HON. MR. PAQUET moved that an humble address be presented to His Excellency the Governor General, praying that His Excellency will be pleased to cause to be laid before this House copies of all correspondence, petitions and other documents addressed to the Honorable the Secretary of State for the Colonies, in England, through the Honorable the Secretary of State for the Dominion of Canada, the whole concerning the question of Laval University of Quebec, since March, 1880, up to this date.

The motion was agreed to.

SOVEREIGN FIRE INSURANCE COMPANY'S BILL.

SECOND READING.

HON. MR. McMASTER moved the second reading of Bill (94) "An Act to empower the Sovereign Fire Insurance Company to relinquish their charter and to provide for the winding up of their affairs."

He said: This Bill has reference to a Company which has been in operation for several years. Frequent calls were made upon the shareholders which were fairly responded to, and every effort was used to make it a paying concern; but it was found in consequence of the very great competition that it was utterly impossible to do so. The directors, therefore, thought it better to consult the shareholders as to the propriety of winding it up. A meeting of the stockholders was called, and the matter was laid before them, and they unanimously agreed that it was a wise course to wind up the institution, and the object of this Bill is to enable them to do so. They cannot, by any possibility, come

under the insolvency winding up Act, inasmuch as the Company is perfectly sound. The assets of the Company are more than their liabilities, and the Company have $100,000 in the hands of the Government, a large portion of which they confidently expect is to be distributed as dividends amongst the shareholders.

HON. SIR ALEX. CAMPBELL—The hon. gentleman from Ottawa (Mr. Scott) was kind enough, the other day, to allow this Bill to stand over in order that I might have an opportunity of looking into the matter. I was then under the impression that the winding up might take place under the general insolvent winding up Act; but I find that it cannot be wound up under that Act which relates only to companies which are insolvent; therefore I have no objection to this Bill.

The motion was agreed to, and the Bill was read the second time.

TRADERS' BANK OF CANADA BILL

SECOND READING.

HON. MR. VIDAL, in the absence of hon. Mr. Simpson, moved the second reading of Bill (92) "An Act to incorporate the Traders' Bank of Canada."

The motion was agreed to, and the Bill was read the second time.

The Senate adjourned at 4 p. m.

THE SENATE.

Friday, March 14th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

MANITOBA AND NORTH-WESTERN RAILWAY CO'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (64) "An Act to amend the Acts relating to the Manitoba and North-Western Railway of Canada," with certain amendments. He said: The only amendment made by the Committee to the Bill is one which seems to be rendered necessary in consequence of the name of this Company having been twice changed, and it is necessary that the powers of the original charter should be preserved. As that is the only effect of the amendment, I would move that the report be concurred in, and that the Bill be read the third time presently.

The motion was agreed to, and the Bill was read the third time and passed.

GANANOQUE, PERTH AND JAMES' BAY RAILWAY COMPANY'S BILL.

REPORTED FROM COMMITTEE.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (58) "An Act to incorporate the Gananoque, Perth and James' Bay Railway Company." He said: I might explain that this being the first railway charter originating in the House of Commons which was sent up to the Committee this session, we thought it necessary that some little time should be spent upon it, in order to save the time of the Committee and the House with regard to it. With that view we have struck out of the Bill all those provisions which were utterly unnecessary, and rendered so by the fact of the Consolidated Railway Act applying. By that means we have produced what we hope to be a model Bill—at all events, it will have the effect of saving a great deal of time hereafter. As I do not suppose the House will be prepared to entertain the amendments at the present moment, I move that the report be taken into consideration on Monday next.

The motion was agreed to.

DIOCESE OF SASKATCHEWAN BILL.

THIRD READING.

HON. MR. HOWLAN, from the Committee on Standing Orders and Private Bills, reported Bill (61), "An Act to amend the Act to incorporate the Synod of the Diocese of Saskatchewan, and for other purposes connected therewith."

HON. MR. ALLAN moved the third reading of the Bill.

The motion was agreed to, and the Bill was read the third time.

On the question—Shall this Bill pass?

Hon. Mr. ALMON said: The 4th clause of this Bill does away with the Law of Mortmain, which is a statute 500 years old, and which has contributed very much to the prosperity of the Mother Country. I think it is a great pity that it should be done away with here. There is a proviso in the Bill which limits it in this way—that in case of any devise by will of any land to the corporation, it must be made and executed at least six months before the death of the testator. That, no doubt, is a useful proviso, but if the Law of Mortmain may be altered to that extent, might it not also be altered to limit the time to six weeks or six days? As a member of the Church which is affected by this Bill, I object to this clause, and I hope some member of the legal profession who knows the evil which the Law of Mortmain was introduced to do away with, will endeavor to have this clause amended.

Hon. Mr. ALLAN—I hope my hon. friend will not persist in his objection. Similar provisions have been incorporated in other Bills of this character, and I think it is amply guarded by the proviso attached to this clause.

The Bill was passed on a division.

PULLMAN CARS ON THE INTERCOLONIAL RAILWAY.

ENQUIRY.

Hon. Mr. POWER rose to call attention to the desirability, in view of the early termination of the existing Contract with the Pullman Car Company, of securing more satisfactory accommodation for travellers on the Government Railways than is afforded by the drawing room and sleeping cars at present in use on such railways, and to ask the Government whether they propose to take steps to secure such improved accommodation?

He said: I think that I owe some apology to the House for taking up this matter, because it is one which would be more fitly handled by a member of the medical profession than by myself. I may say that my hon. colleague, the junior member for Halifax, did bring the condition of the Pullman cars before the House in a former session; and I had some conversation with him this session on the subject, and I rather understood from him that he would bring it up again, but I suppose in the press of other business he overlooked it; and as the session was running on I thought I should call attention to the matter, and that would give him and other hon. gentlemen an opportunity of saying more about it than perhaps I am able to say myself. I do not want to be understood as making an attack on the Pullman Car Co. They are a corporation I have no particular fault to find with. I have not myself much to complain of with regard to the way in which I have been treated on those cars. The Pullman car was a very good thing in its time. I think it is about 18 years old now. The Pullman car, combining sleeping and drawing room accommodation was a great improvement on the sleeping cars which preceded it; but it is now comparatively old, and there have been a great many improvements made; and the Pullman is rather behind the age to-day. I think, and hon. gentlemen in the House will agree with me, that on the Intercolonial Railway we ought to have the best drawing room and sleeping cars that can be procured.

Hon. Sir ALEX. CAMPBELL—Particularly as the road runs down to Halifax.

Hon. Mr. POWER—No, that is not one of the reasons I was going to urge, although that may perhaps be a very good reason; but the reason is that the road is a very long one. If a passenger is obliged to spend only one night in a sleeping car, as long as he has a fairly good bed to lie on it does not make much difference as to what the car may be otherwise; and if one has only to spend a day in a car, the ordinary first-class car will answer very well; but passengers who go over the whole length of the Intercolonial Railway, or anything like the whole length of it, have to spend perhaps a couple of nights, a whole day and part of another day on the train; and, consequently, it is a matter of importance to them what the accommodation they get is like; and the amount of passenger traffic to be done will naturally depend a great deal on the comfort which passengers find on the road. Now, apart

altogether from the through travel, during a certain season of the year there are large numbers of tourists and people who go fishing, chiefly Americans, who travel over a considerable portion of the Intercolonial Railway. Those people are used to having the very latest and best accommodation in the trains they travel on in the United States, and they expect to find the same here; and I have reason to believe that not finding the same accommodation that they have at home tends to prevent them from using the Intercolonial Railway to the extent they otherwise might.

I suppose that having said that the Pullman was not quite as good as it ought to be I am expected to point out some of its defects; and I shall, though I feel that there are many hon. gentlemen here better qualified to do so. One objectionable feature in the Pullman—objectionable from the point of view of the Railway Department I should think—is that it is a very heavy car, and consequently is hard on the road; and, when there is snow on the Intercolonial Railway, the heavy Pullmans make the risk of detention much greater than it otherwise would be. In addition to being very heavy those cars are very expensive. They cost I think as a rule in the neighborhood of $30,000 each. It is true that the Government does not own the Pullman Cars on the Intercolonial Railway; but I have been informed that they seriously contemplate the advisability of purchasing the cars from the Company, and in view of that the probable cost of the cars is a matter of some consequence. Then these Pullman cars are less airy and wholesome than they should be. When the ventilators are closed in a Pullman car it contains much less air than an ordinary first-class car.

HON. MR. PLUMB—How is that?

HON. MR. POWER—When the heavy upper berths are closed they make the roof of the car very thick; they diminish the space in the car—diminishing the quantity of air—and hinder the ingress of air from the outside.

Now, speaking of the cars in the daytime, the seats are not as well suited for use as the seats in the ordinary first-class car. There is another feature to which my attention was called by an hon. gentleman from Prince Edward Island (Mr. Haythorne) the other day in the course of conversation—that the lights in the Pullman are unsatisfactory; they are not good enough to enable one to read at night. Then, looking at the Pullman as a sleeping car, it is open to some three or four objections. In the first place there is an almost entire absence of privacy. The sections of the car are not shielded from the passengers outside, as they ought to be; and the berths in the sections are not separated as they should be from each other.

HON. MR. MACDONALD—The sexes?

HON. MR. POWER—My hon. friend makes some suggestion as to the sexes. One can imagine—it is a case which very often happens—that a lady passenger may occupy the lower berth of one of those sections and a male passenger the upper berth. There is no curtain, and nothing else to give the passenger in the lower berth the complete privacy and isolation that she ought to have from the passenger in the upper berth. The only way in which either an individual or family can secure anything like complete privacy is by taking the drawing-room, and that apartment is the most unwholesome and objectionable portion of the car. There is almost no ventilation in it. Then the arrangements for washing and dressing in those cars are not at all what they ought to be. They were thought very good sixteen or seventeen years ago, but they are now behind the age.

HON. SIR ALEX. CAMPBELL—Does the hon. gentleman recommend the Wagner car in preference?

HON. MR. POWER—No, I have said nothing at all of the Wagner car.

HON. MR. PLUMB—Has the hon. gentleman a patent of his own to recommend?

HON. MR. POWER—If the hon. gentleman will wait a minute he will see what I recommend. Speaking as one who generally prefers to take the upper berth on a Pullman car, I can mention some objections to these. In the first place, as

a general thing, it requires quite a gymnastic feat to get from the floor into the upper berth. The windows do not extend up, and there is very little light in the mornings in the upper berth; while dressing and undressing there are exceedingly inconvenient.

HON. SIR ALEX. CAMPBELL—Does the hon. gentleman speak for the whole Opposition?

HON. MR. POWER—I am speaking as an individual member of the House and not as a member of the Opposition. The Opposition here is very small, and very rarely speaks as an Opposition. The hygienic qualities of those cars are not what they ought to be. When the ventilators are closed, the cars get very warm and the air becomes foul; and if the ventilators are open there are draughts through the cars, and passengers are very apt to catch cold.

HON. MR. PLUMB—Does the hon. gentleman like to have them open or kept shut?

HON. MR. POWER—There is one particular opening that I should like to see kept shut more than it is, and that is the mouth of the hon. gentleman from Niagara. (Prolonged laughter). I said a little while ago that I did not complain of the Company, but it is a curious thing that this Company, although they have made immense sums of money out of their contracts in connection with those cars, have never, as far as I know, gone so far as to supply a thermometer for one of them, a most necessary thing. I understand also that during the last three or four years the porters and conductors in the Pullman cars have not been as attentive or respectful as they used to be. The Company have made a great deal of money; there has been no competition, and as a natural result they have become careless of the comfort of passengers. As I understand that the contract that they have with the Government has nearly terminated, I think it is now time for the Ministry to consider whether they cannot do something better than to buy those old cars, or continue their contract with the Pullman Company. A great many improvments have been made in sleeping cars since the Pullmans were first introduced. There is one fact which I have learned, and which I think goes to show what the Government should do in this matter. I have been informed by a gentleman who is in a position to know, that all railway companies, whose contracts with the Pullman Company are about to terminate, decline to renew their contracts, and have decided to put sleeping and drawing-room cars of their own on their roads; and I think that is possibly the best course to be pursued by the Government. I hope the Government will not take over the old Pullmans.

The Minister of Justice wished to know if I recommended the Wagner car. I do not know much about the Wagner car; but I believe it is a contemporary of the Pullman; and I have not any reason to suppose that it is much better than the Pullman is. As far as I am aware, the two latest sleeping and drawing-room cars are Mann's Boudoir car, and Clarke's Sleeping and Parlor car. I shall trouble the House for a few moments to read a description of the Mann car, which will give hon. gentlemen an idea of what it is like:—

"The car is sixty-four feet long; the trucks are of a special pattern, each having six forty-two inch paper wheels." One can see that paper wheels have the advantage of being lighter and not being affected by frost as the iron wheels are. Then the car instead of being one large sleeping car at night and one large drawing-room in the day-time is divided into small apartments. Instead of a corridor through the middle of the car there is "a commodious corridor running along the side of the car. Opening off this hall-way by doors are several compartments or boudoirs. Some of these rooms are arranged for two and some for four persons. These compartments have high arched ceilings, large plate-glass windows and one or two luxurious sofas. The beds are larger than those of the palace car, and by being arranged across the car, the sleeper avoids the rolling motion experienced in beds placed longitudinally, while the head is removed from the noise incident to close contact with the car walls. Off the ladies' vestibule is a two-place boudoir always reserved for ladies travelling alone. In each compartment

are electric bell communications to call the porters. The ventilation of the car is perfect." Hon. gentlemen who have experienced the difficulty of getting a Pullman car porter when they wanted him will realize the advantage of having the electric bell.

HON. SIR. ALEX. CAMPBELL—The hon. gentleman does not assure us that the porter will come when he is rung for.

HON. MR. POWER—No doubt he will come when rung for. I have not seen a model of the car; but I give so much of the description as is necessary to enable hon. gentlemen to form an idea of what it is like. I had the pleasure to-day, in company with another member of the House, of inspecting the model of a car patented by Mr. Clarke, of Truro, N.S. The advantages of the Clarke car are that it costs about $10,000 less than the Pullman car; that it is very much lighter than the Pullman, and that the internal arrangements of the car are such that perfect privacy is secured to each section in the day time if desired. Each section can be shut off completely from the rest of the car; and at night each berth is completely shut off from all other berths, and the upper berths are so arranged that there is no difficulty in getting into them. The windows extend the whole height of the car, so that the upper berths are lighted as well as those below. The seats are of a better pattern than those in the Pullman, and can be made into pleasant lounges in day-time. Those cars also have a much larger supply of air when the ventilators are closed than the Pullmans have. Then, another advantage is that there is nothing to prevent ladies travelling alone in them, as in the Pullman.

HON. MR. PLUMB—In what way?

HON. MR. POWER—There is complete privacy for each berth and each section. I think that the Government would be wise, perhaps, to get one of the Mann cars, and one of the Clarke cars, and try them on the road. Probably that would be the better way to proceed, before committing themselves to making any permanent contract, or making any large purchases. It is true that Clarke, the inventor of the car that I have last named, is a Nova Scotian. I do not know whether that is an objection in the eyes of hon. gentlemen. Considering the view they took the other day on the question of the eastern terminus of the Canadian Pacific Railway, perhaps they would think that an American would be better than a Nova Scotian car. I felt rather discouraged when I thought of that; but when I remembered that since that time a good deal had been done for Nova Scotia steel manufacturers, it occurred to me that perhaps the Government would be disposed to look with a friendly eye on Nova Scotia sleeping-car manufacturers as well; and I hope the latter mood of the Government may be the one that they will be in when they come to consider this question.

HON. MR. ALMON—The senior member for Halifax spoke to me on this matter and said that as I had made some observations on this question two years ago I should move in it again during this session, but I told him that although I had laid my views fully before the House on that occasion, it was of no benefit in the way of improving the service. I may say that this afternoon I attempted to prevent the abrogation of a good old English law which existed for 500 years, but in spite of my opposition, in the course of two minutes it was abrogated. Therefore, when I saw how little weight I had in attempting to maintain a time honored institution, I could not but feel that it is of very little use my speaking in this matter. However, since my hon. colleague seems to be alone on this question, and as I have always from boyhood taken the weaker side, I will support him on this occasion. When I referred to this matter in a previous session, I asked for very little in the way of improvement. I asked that the cars should be supplied with thermometers, and that a maximum temperature be established, and then when you appeal to the Shadrach, Meshech and Abednego who were piling on the coal that you objected to having any more heat, they could be prevented from doing so. Another thing I asked for was that the cars should be supplied with pure cold water. I should hope that those hon. gentlemen who are now thrusting the Scott Act down our throat would not ob-

ject to giving a passenger a glass of clean, cold water. In those cars the tank is placed near the stove, the water is supplied through a hose, the supply end of which is no one knows where, and passengers are forced to use dirty, unfiltered water. A common filter would not cost more than $2, and it would not be difficult to supply good water. There is a tank, in the ladies' water closet, but male passengers are not allowed access to it. These two facts, the difficulty of obtaining a decent glass of water, and the over-heating of the cars, I protested against two years ago, without any advantage to the public. There is another matter against which I protest as a medical man: you get into your berth, and the porter puts down the other berth above you. You ask him why he does so, or if it is going to be occupied by another passenger. He says it is not; it is simply putting on the thumb screws to compel you to give him $2 more to secure the whole section in order to save yourself from being smothered with carbonic acid gas. The improvements I suggested and which would conduce greatly to the comfort of travellers could be made for a small sum of money—so small that I would rather almost pay for them out of my own pocket than be without them.

HON. MR. READ—Before this motion is put I would like to say a few words in reply to a remark of the hon. member from Halifax. He complains that a few days ago we refused to make the terminus of the eastern Canadian Pacific Railway at some Atlantic port in the Dominion. I took up a paper a few days ago, in which I saw a paragraph stating that the steamship *Emma* was being loaded and the men struck for $5 a day wages, and had to get it before the loading could be completed.

HON. MR. ALMON—At what port?

HON. MR. READ—At St. John.

HON. MR. ALMON—It was not at Halifax at any rate.

HON. MR. DEVER—As the hon. gentleman has chosen to mention this incident which occurred at St. John, I might tell him that the parties who charged $5.00 a day for their services have now to pay $2.18 a gallon duty upon their common liquor, as against 35 cents duty before Confederation; and they are also taxed 27 cents a pound on their tobacco, on which they only paid three halfpence duty before Confederation. Then they pay nearly 100 per cent. on the kerosene oil which they burn at present, and when all these things (which are only samples of the increased duties) are taken into account, entailing as they do, large additional taxation upon the people of the Lower Provinces, I say they have a right to demand a much higher rate of wages at the present time than prevailed there before we entered into Confederation.

HON. MR. BELLEROSE—While I have nothing to say upon the question before the House, I might perhaps be allowed to call the attention of the Government to the many accidents which are being reported by the daily newspapers, and which result from the rules established by the various railways for the running of trains. It is only about seven or eight weeks since an accident, which might have been attended with fatal consequences, occurred. A train left Montreal at 4.30, during very stormy weather, and had only been running about 30 minutes when it was completely blockaded by snow. Another train, according to the rules of the Company, left Montreal ten minutes later than the train which was blockaded, and ran into it. The weather was such that the engineer could not see more than a few feet before him, and no one could fairly be censured in connection with that accident. I would suggest, however, that legislation should be adopted with the view of having these regulations so changed that one train should not be allowed to leave a station during bad weather, until the previous train had left the next station; as we would thus prevent the occurrence of these accidents. It is well known that the stations on our railways are generally not farther apart than five or eight miles, a distance which can be run by an ordinary train in a very few minutes, so that the delay which would arise through the adoption of my suggestion would be very slight, while the advantages would be

very great. It was only yesterday or the day before that another train left Montreal about four o'clock in the afternoon, and ran to Batiscan Station, about 40 or 60 miles from Quebec. It was ordered to move to the next station a few minutes after two engines, pushing a snow plough, had left and before they had been reported as having reached the next station, the train was ordered to proceed. There was a curve upon the line, where the bush was thick, so that the engineer could see nothing ahead of him, and upon reaching that curve the passenger train ran into the two engines and it was only by a miracle that no lives were lost, as the trains were running at a speed of 28 or 29 miles an hour. If the rules had been such as not to allow that second train to leave the station before the line had been reported clear, that accident would not have happened. It is most fortunate, and indeed extraordinary, that no lives were lost by these accidents, but I have thought it only right to call attention to these facts, as I believe some legislation might be passed which would force the railway companies to adopt other rules under such circumstances, and so prevent the sacrifice of human life.

HON. MR. KAULBACH—No doubt this discussion will have some good effect. It cannot be denied that the Pullman cars on the Government railway, as stated by the hon. gentleman from Halifax, are very heavy and expensive. The Pullman Company have probably made a great deal of money, but I doubt whether the profits made by them by running over the Government railway from Point Levis to Halifax, have been very large. It is evidently the fact that they are improving their sleeping cars in the United States, and inferior cars, which cannot be used there, are sent over here and used upon our railways; that, I think, is acknowledged by all those who have ever travelled on Pullman cars in the United States. If it should be necessary to extend the existing contract, many improvements should be insisted upon; I hope, however, that the Government will find some means by which we can manufacture our own cars, and so correct all the present objections. I may say that I am surprised at the hon. gentleman from St. John (Mr. Dever) making such an excuse for the exhorbitant charges referred to. That hon. gentleman talks about so many articles being higher now in the Lower Provinces, but that does not in any way justify the charges mentioned. I am sure that those who are inclined to drink ardent spirits, seldom complain of the price they have to pay; I think it is a necessary fact, and I should not be sorry if it were doubly as large as it is at present. As regards tobacco, there can be no doubt we have cheaper and better tobacco now than before Confederation, while as to the item of light, it is very much better than before Confederation, and not half as dear.

HON. MR. DEVER—It is quite evident that my hon. friend got up for the purpose of neutralizing the effect of the few remarks I made, and therefore I think it my duty to explain the matter thoroughly to the House. In the first place, the oil used at the present time is American oil, on which nearly 100 per cent. duty is paid—none can gainsay that. As to whisky, or spirits, we pay to-day a duty of $2.18 per gallon upon it, whereas we only paid 35 cents a gallon before Confederation. Then we pay a duty of 27 cents per pound upon tobacco, the tax upon which was only three halfpence before we entered the Union. These are statements that should be known, and there is no propriety at all in trying to neutralize them. They were made in answer to an hon. gentleman who thought it right to bring up an accident which occurred at the port of St. John within the last few days, and which affected the price of labor. These points were reported in a newspaper, which may be wholly wrong, for I am satisfied that there is no cheaper port on the continent of America than the port of St. John, provided always work is plentiful there. I have been a resident of St. John for nearly fifty years, and I have always found that the representatives of ships were properly treated there, and when labor is abundant it can be had very reasonably—the average price not exceeding $2 per day. It is quite true that an occasional ship might come in at a period when some misunderstanding had occurred between the representatives of that ship and the laboring society of the community, and in that way some dispute

might arise which would cause the parties to demand a higher rate—more from vexatious reasons than anything else—for their labor. But I question whether the statement made by the newspaper, and quoted by the hon. gentleman, is a correct one. I am inclined to think it has arisen from hearsay, and I state on my own assumption, that it is probably incorrect; I am satisfied there must be something wrong about it.

HON. MR. READ—I quoted from a St. John paper, and the article went further and said $4.50 was paid last year, and yet they were not satisfied.

HON. MR. ODELL—The feeling of the House seems to be to treat the matter before us with levity, but I think if hon. gentlemen had to spend two days and two nights in these Pullman cars, both going and coming, they would look at this question a little more seriously. As the junior member from Halifax referred to this matter on a previous occasion and asked that certain small improvements be made, which however were not attended to, I do not suppose the discussion here to-day will lead to anything; I do not intend to endorse all that has fallen from the senior member from Halifax, though I shall not go into all the details which he dwelt on. I have had a good deal of experience while travelling over this road, and I must say that the Pullman cars upon it are completely run down. Whether it is that all the cars which are out of repair are put upon that portion of the road or not, it is certain that they bear no comparison with those running westward. They have become so bad that it really is a service of danger to go into the wash-room and attempt to wash in the morning. Whether it is that the springs are out of order, or the underwork is impaired, I cannot say, but the swinging motion is so bad that it is worse than any little sailing vessel I was ever in. Really, it is sometimes with the greatest difficulty that one can avoid getting a serious fall, or a blow in the face if you attempt to put it down in the basin. I think, under these circumstances, and if inferior cars or those which are nearly worn out are put upon the Government road, it is but right that whoever has charge of the matter should take some steps in order to secure cars of a better kind. If the contract is nearly run out, I think it would be desirable if the Government were to take this matter into consideration, and see whether some improvement cannot be made.

HON. SIR ALEX. CAMPBELL—I am not an expert in the construction of Pullman cars, and so cannot enter into details as the hon. gentleman from Halifax did; but I can tell the House what the Government are doing in reference to the matter about which the hon. gentleman has made this enquiry. The contract with the Pullman Car Co. having about expired, the matter was brought under the notice of the Government by the Chief Engineer of Railways, and a new arrangement was made with that Company by which the service would be very much improved, and the cars so changed as to make them equal to the most recent and improved models. In addition to that, some new cars will be added. This contract for improved service is to continue for two years, at the expiration of which time the opportunity is to be taken of revising the whole system, and of considering whether or not it would be better to abandon the Pullman system altogether, and construct cars of our own for service on the Intercolonial Railway. It was thought best to defer that matter for two years, because it turned out that the service upon the Grand Trunk Railway expires at the end of that time, and it might be very inconvenient to have one system of Pullman car in use upon the Grand Trunk Railway, and another system upon the Intercolonial. Therefore, on the whole, it was considered better to make a temporary arrangement for improved service for two years, and then to allow the subject to come up again, and see what it was desirable to do in the way of permanent service. With reference to the matter which has been brought to the notice of the House by the hon. gentleman from DeLanaudiere, (Mr. Bellerose) I will take care that it is submitted to the Minister of Railways. The hon. gentleman knows, doubtless, that the rules established by railway companies are, for the most part at all events, laid down carefully, and with reference to the saving of human life; in fact it is greatly

to the pecuniary interest of those companies to adopt the best possible means for insuring the safety of their passengers. It may be that the block system, which is the one to which the hon. gentleman alludes, should be made compulsory; but while I am not able to express any opinion on that point, I will take care to represent to the Department of Railways what the hon. gentleman has said, and I have no doubt they will come to the best decision as to what can be done in the direction referred to by him.

HON. MR. PLUMB—I only wish to say a few words in connection with this subject. I do not think that hon. gentlemen take into consideration how small the risk of railway travelling is, as compared with any other mode of conveyance. I can tell the hon. gentleman who has just spoken on this subject (and to whom we always listen with interest) that in New England, during last year, over 65,000,000 of people were carried by railway, and I do not think, if I am correctly informed, there were over 10 lives lost out of that number. The fact is that the number of people injured while travelling by common vehicles exceeds, by at least 10 to 1, the number of those who are injured upon railways. It is quite impossible that special time-tables can be made for any special date, and unless the block system is adopted there will, of course, always be the possibility of collision between stations. All railway people however are but consulting their own interests in providing for the safety of passengers, and they make it their special study to do so; indeed I think the management of railways in Canada compares favorably with those of the United States or of any other country. Accidents have happened, and will probably never be entirely avoided, in connection with railway travel, but when the numbers whose lives are intrusted to railway companies are considered, the loss of life is almost infinitesimal,—indeed it is almost impossible to make any calculation of the proportion. The figures I have just given represent the number of persons transported by railway in a portion of the United States where the population is less than 4,000,000; the actual number carried was 65,220,934, and out of those there were less than 10 lives lost.

HON. MR. BELLEROSE—I would explain that I did not wish to suggest any change of time-tables, because it is well known that during very stormy weather there is, in fact, no attention paid to time-tables. In such weather, the first train necessarily is late, and all subsequent trains are affected by it, so that, virtually, no time-table can be observed under such circumstances. I think, however, that some such legislation as I have suggested should be enacted, and too much precaution cannot be taken in bad weather. The three accidents to which I referred, and which happened within the present year, could not have occurred if one train had been delayed until it was known that the previous train had left the next station. It may be said that if a train has started ten minutes ahead of another and becomes blockaded by snow, the man who is in charge of the last car on that train has time to go to the rear with a red flag or light, and signal to the train which is approaching. It must, however, be remembered that the first thing which an engineer tries to do, on finding his engine blocked by snow, is to back up, and then endeavour to force his way onwards. While these attempts are being made, the ten minutes start which he had of the succeeding train are being exhausted, and when he sees that he cannot advance it is often too late to send the necessary danger signal back, and so warn the approaching train. All these circumstances show that unless the present rule be amended in the direction I have indicated, we will continue to have a recurrence of these accidents, and as the number of railway passengers is yearly increasing, it is very important that something of the kind should be done.

HON. MR. DEVER—While I cannot pretend to be familiar with the improvements which could possibly be made in railway cars, I may say I have had a good many years experience of the Pullman cars upon the Intercolonial Railway, and I have never travelled upon any road where I have met with more polite attention or have experienced greater comfort than upon that road, and in those cars. It is true that the improvements suggested by the hon. gentleman from Halifax (Mr. Almon) in regard to the temperature, and

the water for drinking purposes, might very properly be made, but in other respects I am not disposed to find any fault with the accommodation on that road. As regards the suggestion of the senior member for Halifax, (Mr. Power), that the cars should be so constructed as to have an aisle running the full length of them, with compartments opening into it, I do not know that it would be an improvement; it strikes me that it would increase the danger of confusion, in case of accident, as all would have to get out of their compartments in order to make their escape by way of this aisle. I do not profess to be sufficiently well informed upon the subject of railway cars to be able to discuss these details very intelligently, and I have only risen for the purpose of saying that, in my judgment, there can be very little complaint made against the accommodation on the Intercolonial Railway.

BILLS INTRODUCED.

The following Bills from the House of Commons were introduced, and read the first time :—

Bill (75), "An Act respecting the Manitoba South-Western Colonization Railway Company." (Mr. Girard.)

Bill (31), "An Act to incorporate the Alberta Railway and Coal Company." (Mr. Allan.)

Bill (33), "An Act to empower The North-Western Coal and Navigation Company (Limited), to construct and work a line of railway between Medicine Hat and the Company's mines on the Belly River, and for other purposes." (Mr. Allan.)

Bill (59), "An Act respecting the Northern and North-Western Junction Railway Company." (Mr. Allan.)

Bill (89), "An Act to amend the Act incorporating the Great American and European Short Line Railway Company and to change the name thereof to the Montreal and European Short Line Railway Company." (Mr. Macfarlane.)

Bill (80), "An Act to amend the Act incorporating the Napanee, Tamworth and Quebec Railway Company." (Mr. Flint.)

UNION TRUST CORPORATION OF CANADA BILL.

THIRD READING.

Hon. Mr. PLUMB moved concurrence in the amendments made by the Committee on Banking and Commerce to Bill (43), "An Act to incorporate the Union Trust Corporation of Canada."

The motion was agreed to and the Bill was then read the third time and passed.

VAUDREUIL & PRESCOTT RAILWAY COMPANY'S BILL.

SECOND READING.

Hon. Mr. McKAY, in the absence of Mr. Lacoste, moved the second reading of Bill (23), "An Act to incorporate the Vaudreuil and Prescott Railway Co."

He said: "The hon. gentleman who has charge of this Bill was obliged to leave the Chamber this afternoon, and he asked me to move the second reading of this Bill in his absence. It appears to be an ordinary incorporation Bill for a line of railway along the south shore of the Ottawa river, to run through the counties of Vaudreuil, Prescott and Russell.

The motion was agreed to and the Bill was read the second time.

OWEN SOUND DRY DOCK AND NAVIGATION COMPANY'S BILL.

THIRD READING.

Hon. Mr. McLELAN moved concurrence in the amendments made by the Committee on Banking and Commerce to Bill (45) "An Act to incorporate the Owen Sound Dry Dock Ship-building and Navigation Company, (Limited)." He said: The amendments to this Bill have been made, I believe, to meet the objections raised by the hon. Minister of Justice the other day. The clause which he has particularly objected to has, I notice, been struck out entirely, and the majority vote has been changed to a two-third vote, to meet another of his objections. In fact, all the points, I believe, to which he took exception have been met by the Committee. The promoters of the Bill accept the amendments.

The motion was agreed to, and the Bill was then read the third time and passed.

LAKE NIPISSING AND JAMES' BAY RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. GIRARD moved that the Order of the day for the second reading of Bill (31) "An Act to incorporate the Lake Nipissing and James' Bay Railway Company," be discharged and the second reading be fixed for Tuesday next. He explained that he made this motion because the Bill had not been distributed.

The motion was agreed to.

HON. MR. POWER—I wish to call the attention of the hon. member from St. Boniface to the fact that the Bill to incorporate the Lake Nipissing and James' Bay Railway Company has just now been distributed, and inasmuch as I presume it is a matter of great national importance that this measure should be pushed through with the utmost rapidity, I suggest to my hon. friend that he might move the second reading now.

HON. MR. GIRARD—The Bill has just now come before me; I know that there is nothing peculiar about it. A certain number of gentlemen ask to be incorporated for the construction of a road from Lake Nipissing to James' Bay. The line will start from Callender and run in the direction of James' Bay. The capital of the Company is fixed at $3,000,000. The Bill will no doubt receive the careful consideration of the Committee to which it is to be referred. I move the second reading of the Bill.

The motion was agreed to and Bill was read the second time.

The Senate adjourned at 4:50 p. m.

THE SENATE.

Ottawa, Monday, 17th March, 1884.

THE SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

HALIFAX MARINE INSURANCE COMPANY'S BILL.

THIRD READING.

HON. MR. ALMON moved the third reading of Bill (27) "An Act to incorporate the Halifax Marine Insurance Company" (Limited.)

The motion was agreed to and the Bill was read the third time and passed.

GANANOQUE, PERTH AND JAMES' BAY RAILWAY BILL.

THIRD READING.

The order of the day having been read for consideration of amendments made by the Committee on Railways, Telegraphs and Harbors to (Bill 58) Gananoque, Perth and James' Bay Railway Company incorporation Bill,

HON. MR. ALLAN said that he had been asked by the Chairman of the Committee (Mr. Dickey) in his absence to explain the amendments that were made to this Bill, which were nearly all of a purely verbal character. It was one of the first railway bills that came before the Committee, and it was thought desirable to re-cast it in many ways, the language of the clauses not being very well drawn. The amendments are all in the direction of protecting the public.

The amendments were concurred in.

HON. MR. ALLAN moved the third reading of the Bill.

The motion was agreed to and the Bill was read the third time and passed.

ALBERTA RAILWAY AND COAL COMPANY'S BILL.

SECOND READING.

HON. MR. ALLAN moved the second reading of Bill (34) "An Act to incorporate the Alberta Railway and Coal Company." He said: This Bill has for its object the obtaining of power to build a Railway from some point on the Canadian Pacific Railway in the North-West Territory at some place near Medicine Hat, and running

thence in a southwesterly direction to the mines on the Belly River now being worked by the North Western Coal and Navigation Company. The Bill has the usual clauses, and as I propose to refer it to the Railway Committee for their examination I need not trouble the House with further particulars.

The motion was agreed to and the Bill was read the second time.

NORTHWESTERN COAL AND NAVIGATION COMPANY'S BILL.

SECOND READING.

HON. MR. ALLAN moved the second reading of Bill (33) "An Act empowering the Northwestern Coal and Navigation Company, (Limited) to construct and operate a railway from Medicine Hat."

He said—This Bill purposes to give power to this Company, which was incorporated in England in 1862, under the Joint Stock Companies Act there, to build a railway from these same mines over the same line indicated in the Bill which has just now been referred to the Committee on Railways, Telegraphs and Harbors.

The motion was agreed to, and the Bill was read the second time.

NORTHERN AND NORTH-WESTERN JUNCTION RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. ALLAN moved the second reading of Bill (59) "An Act respecting the Northern and Northwestern Junction Railway Company."

He said—This is a Bill from the House of Commons granting this Company power to lay out, construct and operate a double or single line of railway from some point at or near the city of Toronto, or from some point on the main line of the Northern Railway Company of Canada, to some point at or near the village of Burlington, and thence to some point on the Niagara River, or to some point or points on one or more of the lines of railway crossing the Niagara River, by such route as may seem expedient.

They also take power to increase the amount of bonds issued by the Company.

The motion was agreed to and the Bill was read the second time.

MONTREAL & EUROPEAN SHORT LINE RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. MACFARLANE moved the second reading of Bill (89) "An Act to amend the Act incorporating the Great American and European Short Line Railway Company and to change the name thereof to the Montreal and European Short Line Railway Company."

He said—The Company was chartered last session and it now asks for a change of name, and also to repeal the second section of the Act of incorporation, which limits their connection with other lines. They ask for power to enable them to lease, purchase and construct other lines with the view of opening up direct communication between Montreal and the Maritime Provinces, in conjunction with the Canadian Pacific Railway. They propose to give the nearest access to ports in the Lower Provinces for winter transport, and they propose to give to a portion of Nova Scotia what it has never yet possessed—a line of railway to the Island of Cape Breton. If the Company is able, as I believe it is now, to carry out this project it will greatly benefit the Dominion at large and the Maritime Provinces in particular.

The motion was agreed to and the Bill was read the second time.

THE ST. LAWRENCE & OTTAWA RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. READ moved the second reading of Bill (56) "An Act to empower the bondholders of the St. Lawrence and Ottawa Railway Company to vote at meetings of the Company and for other purposes." He said: The object of this Bill is to enable the bondholders of the Company to vote in connection with the shareholders. It sets out that the interest

on the bonds is in arrear and that the bondholders claim the right to vote in conjunction with the shareholders.

The motion was agreed to and the Bill was read the second time.

A PROPOSED ADJOURNMENT.

NOTICE OF MOTION.

HON. MR. BELLEROSE gave notice that he would to-morrow move that when this House adjourns on Friday next the 21st inst. it stand adjourned until Wednesday the 26th inst. He explained that Tuesday the 25th inst. would be a statutory holiday and he thought that the public business would not suffer by the absence of members on Monday next.

HON. MR. ALMON said there was an old English proverb that all play and no work makes Jack a dull boy.

The Senate adjourned at 3:40 p.m.

THE SENATE.

Ottawa, Tuesday, March 18th 1884.

The SPEAKER took the Chair at Three o'clock p.m.

Prayers and routine proceedings.

THIRD READINGS.

The following Bills from the House of Commons were reported from Committee, read the third time, and passed without any debate:—

Bill (94), "An Act to empower the Sovereign Fire Insurance Company to relinquish their charter, and to provide for winding up their affairs." (Mr. MacMaster.)

Bill (11), "An Act respecting the Union of certain Methodist Churches therein named." (Mr. Ferrier.)

FRAUD IN SALE OF PATENT RIGHTS BILL.

IN COMMITTEE.

The House resumed in Committee of the Whole, consideration of Bill (26), "An Act for the better prevention of Fraud in connection with the sale of Patent Rights."

In the Committee,

HON. SIR ALEX. CAMPBELL said that this hon. friend who had charge of this Bill had been kind enough to ask him (Sir Alex.), when the Committee rose a few days ago, to prepare such amendments as he thought should be made to the Bill, and he had promised to do so. In accordance with that promise he proposed to offer some amendments the object of which was to make more clear what the Bill proposed to accomplish,—with one exception and that was a change which he was su the Committee would approve of. In the first clause a bill of exchange is described as one the consideration for which consists in whole or in part "of the right to make or vend anything patented or claimed to be patented, or to vend any patent right, or right claimed to be patented." It struck some hon. gentlemen that there was nothing in that to interfere at all with a person who may have been using a patent, but that it was all aimed to protect the man who might be supposed to be able to take care of himself. He therefore proposed to strike out the words which he had quoted and to substitute "of the purchase money of anything patented or desired to be patented, or of the right to make or vend or use the same," so that the consideration of the note would be better defined than in the clause as it stood. Then, in the second clause the words used are "purchaser or holder of any such instrument." It seemed to him that the position of the man would be better described by the words "endorsee or transferee of any such instrument." Then he proposed to strike out the last part of the second clause—"which the purchaser of the said right would have had in any action, suit or claim, if brought by the vendor of such right against the purchaser thereof, on such instrument."—There was confusion in that language which he thought could be cleared up by the use of a phrase quite familiar to gentlemen of the legal profession. He proposed to substitute for it the words "which would have existed between the original parties." Then in the last paragraph a person is made guilty

of an offence if he induces a person to buy one of these notes. That was pushing the thing too far and he thought it would be better to limit the offence to the person who sells or transfers the instrument. He would therefore confine the punishment to the person who sells or transfers such a note. Then the punishment, although left to the discretion of the Judge was excessive, and would lead him to visit such an offence with a severe penalty. He suggested that instead of making the term of imprisonment two years it should be not more than one year, and the fine should be not more than $200, instead of $1,000.

HON. MR. SKEAD said he had asked the Minister of Justice to amend the Bill to the extent which he might consider necessary, but he was afraid that the promoters of it would scarcely know it again when it was returned to them. However, having great confidence in the Minister of Justice, he was prepared to accept it as amended, and the promoters of the Bill in the Lower House could return it to the Senate if the amendments were not what they approved of.

HON. SIR ALEX. CAMPBELL moved that the first clause be re-considered.

HON. MR. DICKEY said that the only amendment which could be objected to, from his point of view, was that which was proposed to be made to the third clause. It seemed to be the impression of the House, when the Bill was last before it, that anyone who induced another to make such a note was the man who ought to be reached and punished, and not the one who afterwards transferred it and who might be innocent of any fraudulent intent. He did not offer any objection to the amendment but he thought it his duty to state candidly what his impression was, and leave it to those who had charge of the Bill in another place to take whatever course they thought proper.

The motion was agreed to.

On the first clause,

HON. SIR ALEX. CAMPBELL moved to strike out all the words after "part" in the fifth line, down to the word "shall," and insert in lieu thereof the words "of the purchase money of anything patented or desired to be patented, or of the right to make, or vend, or use the same."

The motion was agreed to.

On the second clause,

HON. SIR ALEX. CAMPBELL said he proposed to amend the eleventh line by substituting the words "endorsee or transferee" for the words "purchaser or holder."

Then in the 14th line after the word "thereof" he proposed to strike out the words "which the purchaser of the said right would have had in any action, suit or claim if brought by the vendor of such right against the purchaser thereof on such instrument," and insert the words "which would have existed between the original parties thereto."

The amendment was agreed to.

On the third clause,

HON. SIR ALEX. CAMPBELL moved to strike out all the words that make it an offence to induce anyone to make, accept or endorse, or take such a bill or note without the words "given for a patent right" being written or printed across the face of it. He considered that to make it an offence subject to punishment, inducing anyone to make such a note, was pushing it too far. It should be borne in mind that the man who takes the note is unable to collect it, and suffers punishment in that respect. He proposed also to reduce the penalty to one year's imprisonment or $200 of a fine.

HON. MR. POWER contended that if the word "takes" was struck out there was really no penalty incurred by the party who first got the note, unless he transferred it to someone else.

HON. MR. CARVELL considered that the punishment of two years imprisonment, or a fine not exceeding $1,000 was too much for the offence. The maximum fine should not be over $500.

HON. MR. SCOTT said that the proper person to be punished was the party who obtained money or valuable securities for

something which was of no value, which was a crime under the present law; but under the proposition of the Minister of Justice it was not that person, but somebody else to whom the note would be transferred who would be the party against whom the accusation would have to be made.

HON. SIR ALEX. CAMPBELL said it might be the first person who transferred the note. The person who took the note was the one who had the benefit of the crime or offence or whatever it was, and he was the only person who could transfer the note, and under this amendment he could be punished.

HON. MR. SCOTT said that the result would be, if this amendment were adopted, the party who accepted the note would not put the words "given for a patent right" on it at all. Of course if it was taken for a substantial, genuine patent the words might be put on the note, but if the party was selling a fraud or a sham he would not put the words on the note, but would transfer it immediately and get out of the country.

HON. MR. POWER could not agree with the Minister of Justice in striking out the word "takes," because it is the man who takes the note who does the mischief, and he would not be so likely to perpetrate the fraud when he knows that by the mere fact of taking the note, without the words "given for a patent right" on it, he is guilty of a misdemeanor.

HON. SIR ALEX. CAMPBELL said the party was obliged to put the words on the face of the note before transferring it. If he did not wish to transfer it he could keep it in his drawer, and when it was due could collect it, of course subject to any defence that the maker of it had.

HON. MR. POWER considered that the man who takes a note of this sort without the words "given for a patent right" on it should be *ipso facto* liable to a penalty.

HON. SIR ALEX. CAMPBELL said the whole object of the amendment was to put the person who gets the note afterwards, in the same position as the original holder.

HON. MR. POWER contended that if the original holder of the note was not obliged in the first place to write the words "given for a patent right," across the face of it, it would be very difficult afterwards to hinder it from getting into circulation, and the party who is guilty of the fraud would take himself out of the country.

HON. SIR ALEX. CAMPBELL said that the whole object of the Bill was to place third parties in the same position as the original holders of the note. As between the original parties it was not desirable to make it an offence to take a note without writing those words across the face of it; but the moment the holder wants to transfer it to anybody, then he is obliged to put those words on it to show what the note was for, and to secure to the maker the same defence that existed as between him and the original holder.

HON. MR. O'DONOHOE believed that the objection raised by the hon. gentleman from Halifax was a very material one, because the vendor of the patent right could take the notes and dispose of them to innocent parties without writing the words "given for a patent right" on them. It was true that the patent right vendor was liable to a penalty for transferring the notes without doing so, but at the same time he was perfectly free to negotiate them without any mark whatever to indicate what they were, and after they had passed into the hands of innocent parties he might be out of the country. He considered the notes should be stamped with these words in the first instance.

HON. MR. McMASTER said there had been a great deal of imposition connected with those transactions. Some of them had occurred in this way: A person known as a note shaver entered into arrangements with parties on the other side who were engaged to come over to this country and make such sales, and the note shaver would undertake to negotiate the notes. The altered provision of this Bill would not inflict any penalty on the party who has induced the person from the other side to come over and take those

notes, and he would negotiate them with impunity.

HON. SIR ALEX. CAMPBELL did not think it desirable to make it a criminal offence, and to say that a man who induced another to go contrary to an act of this kind committed an offence, it was necessary to consider the character of the crime and whether it would be possible to make a practical offence of it, for which a man could be convicted and punished. In his opinion it was better to say that the man who committed the offence should be guilty of it.

HON. MR. SCOTT instanced a case in which John Brown, acting for Smith, Jones & Co., of the United States, went into the country, sold certain patent rights, and took notes in favor of Smith Jones & Co. Brown was really the man who should be punished, because he had induced the farmer, who was an innocent party, to sign the note, though it really was taken in the name of the persons whom Brown represented. In such a case there would be collusion between the principals and their agent, and there would be *prima faciae* proof that something fraudulent was proposed to be committed. He therefore thought that when the person selling was not the payee he should be included in the punishment.

HON. SIR ALEX. CAMPBELL had no objection to the suggestion.

HON. MR. PLUMB thought the principal sufferer had been lost sight of altogether. The man who bought this patent, bought it for the purpose of selling again, for speculation. Those large sums were not paid by the farmers, but by men who bought these rights for counties or districts. Such a person, who was a speculator to a certain extent, was protected, by being released from the payment of his note; but the persons who really suffered were those who bought from him in small sums, who perhaps did not give him a note at all, but paid him in money. In such cases the speculator would escape with the money of his victim, and he (Mr. Plumb) thought some remedy should be provided for such cases, though he had no sympathy for the man who might get taken in simply in consequence of his own avarice. A good deal of impatience had been manifested on the other side of the House in discussing the matter under consideration.

The third clause, as amended, was adopted.

On the title of the Bill,

HON. MR. POWER thought there ought to be some saving clause put in at the end of the Bill, to the effect that it should not apply to the sale of such articles as, for instance, patent medicines.

HON. SIR ALEX. CAMPBELL thought that fraud might be committed in connection with such sales.

HON. MR. SCOTT remarked that the Bill dealt only with rights and not substances.

HON. SIR ALEX. CAMPBELL said that he had enlarged the expression, which originally was "the right to make or vend anything patented, or claimed to be patented, or to vend any patent right, or right claimed to be patented;" the altered expression would read "of the purchase money of anything patented or desired to be patented, or of the right to make or vend or use the same."

HON. MR. POWER thought that patent medicines would be included by such expression, as well as anything else.

HON. SIR ALEX. CAMPBELL did not agree that they should be excepted.

HON. MR. SCOTT would oppose the whole measure if that was to be introduced.

HON. SIR ALEX. CAMPBELL referred to the suggestion made by the hon. gentleman from Niagara, (Mr. Plumb) and stated that the amendment included in the same category the person who buys, with the man who vends, the patent rights.

HON. MR. DEVER was opposed to the Bill, as amended, quite as much as he had been previously. No doubt the Minister of Justice had done his best towards amending the measure, but he (Mr. Dever) felt that it was wrong to make such confusion in dealing with bills of exchange

and promissory notes. He did not see why exception should be made in these particular cases, any more than where, for instance, bogus pianos were being sold, bogus gold watches, chains or refrigerators. For the sale of all these things drummers were continually going through the country, and he (Mr. Dever) knew of respectable people being taken in, and notes and money obtained from them for articles which, on being tested, proved to be much inferior to what had been represented—in fact it might be said that the notes in those cases had been given without value. In such instances it appeared there was no redress, but a special law was here being made, which he thought would greatly interfere with commerce, and with parties who were in the habit of receiving negotiable notes of the kind in question. He would therefore vote against the Bill, no matter what shape it might assume.

HON. MR. NELSON considered the Bill to be exceptional and special legislation, and thought it should be printed and placed in the hands of members at least one day before the third reading was gone on with.

HON. MR. ALLAN, from the Committee, reported the Bill with several amendments.

MANITOBA AND SOUTH WESTERN RAILWAY BILL.

SECOND READING.

HON. MR. GIRARD moved the second reading of Bill (75), "An Act respecting the Manitoba and South-Western Colonization Railway Company."

He said: This is one of the first associations of the kind in the Province of Manitoba. The Company have already built 52 miles of their road, and they are anxious to go on with the work. For that purpose they have made arrangements with the Canadian Pacific Railway to lease their road, and Parliament is now asked to consent to those arrangements. They also ask for an extension of the time, for three years more, in which to complete the road.

HON. MR. REESOR—Is it under the control of the original Company?

HON. MR. GIRARD—Yes, you will see by the Bill that the road remains under the control of the originators.

The motion was agreed to and the Bill was read the second time.

NAPANEE, TAMWORTH AND QUEBEC RAILWAY BILL.

SECOND READING.

HON. MR. FLINT moved the second reading of Bill (80) "An Act to amend the Act incorporating the Napanee, Tamworth and Quebec Railway Co."

The motion was agreed to, and the Bill was read the second time.

The Senate adjourned at 4:30 p.m.

THE SENATE.

Ottawa, Wednesday, March 19th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

A QUESTION OF PRIVILEGE.

HON. MR. MACPHERSON—I would ask the House to allow me to interrupt the proceedings for a moment on a question of privilege. I find in the Toronto *Globe* of yesterday the following words spoken by the Attorney-General for Ontario, on a subject which was brought before the Ontario Legislature, and which, I have no doubt, every member of this House has read. It is under the heading of "privilege," and has reference to what Mr. Mowat describes as "a conspiracy." In the course of his remarks he says "offices have been promised likewise, and the conspirators declared that in offering the offices for this purpose in connection with the Dominion Government, they had the sanction and authority of the Minister of the Interior to do so." On being asked by Mr. Morris to repeat the statement, Mr. Mowat

replied, "these conspirators, in making these offers of office in the gift of the Dominion Government, declared that they had the authority of the Minister of the Interior to make such offers." Further on he said "Bunting further offered and undertook that the said McKim should be appointed registrar at Regina in the North-West, with a salary of $1,000 a year; that both the said Wilkinson and the said Bunting assured the said McKim that the Dominion Minister of the Interior had pledged to them his word that their said promise of the said office would be carried out, and the said Bunting on his own part pledged his word to the same effect." Further on he says again "and that further to secure the same purpose the said Wilkinson undertook that the said Balfour should be appointed by the Dominion Government to a registrarship at Regina in the North-West."

Now, hon. gentlemen, all I intend to do to-day is to give these statements an unqualified denial. To those who know me it is scarcely necessary that I should give them a denial; but the absurdity of what is alleged is stamped on the very face of it. The registrarship at Regina is not vacant, and yet two of Mr. Mowat's supporters are said to have been promised the office. I need not say that I did not authorize anything of the kind, and I give the whole of the allegations, as far as I am concerned, a most unqualified denial. Before sitting down I would just express my surprise that one filling the important office occupied by Mr. Mowat should charge one filling the office that I do with such an offence without more evidence than he has. He has simply, according to his own statement, the allegation of a member of his own party, and on the strength of that he charges me with this serious offence. I simply content myself with giving it a denial in the most unqualified terms, and beg to thank the House for having allowed me to interrupt the proceedings to do so.

AN ADJOURNMENT.

MOTION.

HON. MR. BELLEROSE moved that when the House adjourns on Friday the 21st inst. it do stand adjourned until Wednesday the 26th inst. at 3 o'clock in the afternoon. He said that the first time he had been approached on this question he refused to give notice of an adjournment at this late period of the session, but when it was pointed out to him that Tuesday next would be a statutory holiday and there was not much business before the House he consented. He did so all the more readily because in the other House there were very few Government measures and there was no legislation which would be interfered with by this adjournment. He had given the notice early in the week so that if the House decided to adjourn there would be a couple of days to advance measures a stage this week, and there would then really be no work for Monday.

HON. MR. FLINT was opposed to this adjournment on principle. He would like to see a better division of labor—more legislation introduced into the Senate, and if it were done it would have the effect of shortening the session about a month.

HON. MR. HAYTHORNE objected strongly to these adjournments. If the session should be prolonged by this adjournment it would be doing a positive injury to those members who came from distant provinces, and who were desirous of bringing the session to a close at as early a date as possible.

HON. MR. KAULBACH said it was unprecedented to ask for an adjournment of the Senate within two or three weeks of the close of the Session. There was work to be done both at the regular sittings of the House and in the Committees, and he would oppose the motion.

HON. MR. SCOTT thought that there was no objection to the adjournment. No one would pretend that it would lengthen the Session one second, or interfere with public or private business.

The Senate divided on the motion, which was adopted by the following vote:—

CONTENTS:

Hon Messrs.

Alexander,	McKay,
Allan,	McKindsey,
Almon,	McMaster,
Armand,	Macdonald,

Bellerose,	MacInnes (Hamilton)
Benson,	Miller (Speaker)
Boucherville, de	Montgomery,
Campbell,	Muirhead,
(Sir Alexander),	Nelson,
Chaffers,	O'Donohoe,
Chapais,	Pâquet,
Cochrane,	Pelletier,
Cormier,	Plumb,
DeBlois,	Pozer,
Dever,	Read,
Ferguson,	Robitaille,
Ferrier,	Scott,
Guévremont,	Simpson,
Howlan,	Skead,
Lacoste,	Stevens,
Leonard,	Vidal.—42.
McInnes, (B. C.),	

NON-CONTENTS:

Hon. Messrs.

Archibald,	Kaulbach,
Botsford,	Lewin,
Dickey,	McClelan,
Flint,	Macfarlane,
Girouard,	Odell,
Glasier,	Power and
Grant,	Wark.—15.
Haythorne,	

TEMPERANCE LIFE ASSURANCE COMPANY'S BILL.

THIRD READING.

HON. MR. HOWLAN, from the Committee on Standing Orders and Private Bills, reported Bill (28), "An Act to incorporate the Temperance and General Life Assurance Company, of North America," with amendments.

HON. MR. SCOTT moved concurrence in the amendments, and explained that they were merely to change the title.

The motion was agreed to, and the Bill was then read a third time and passed.

VAUDREUIL & PRESCOTT RAILWAY COMPANY'S BILL.

THIRD READING.

HON. MR. DICKEY from the Committee on Telegraphs, Railways, and Harbors, reported Bill (23) "An Act to incorporate the Vaudreuil and Prescott Railway Co.," with several amendments.

He said: The amendments are chiefly in the direction of making this Bill conformable with our previous legislation, and striking out any unnecessary clauses in it, so as to make it as compact and as intelligible as possible.

HON. MR. LACOSTE—I believe the amendments are merely verbal, with the exception of one, which provides that the issue of bonds will have to be sanctioned by the shareholders. I therefore move that this House do now concur in the amendments.

The motion was agreed to.

HON. MR. LACOSTE moved that the Bill be read the third time presently.

HON. MR. POWER—I do not rise for the purpose of obstructing the passage of the Bill, but I rise to call the attention of the House in general, and of the Minister of Justice in particular, to one feature of this measure. The 11th clause gives the railway Company, which the Bill incorporates, the express power to lease or sell their road to the Grand Trunk Railway Company. It has been the policy of the Railway Committee of this House in former sessions, and of the House itself, not to sanction provisions of that sort in Bills; we have been very careful on the other hand to provide that companies which we were incorporating should not amalgamate, and, I think, that in this instance as the road from Vaudreuil to Ottawa is to a certain extent a road running parallel to a railway controlled by the Grand Trunk, it will not afford any competition if it passes into the hands of the Grand Trunk Railway, and I submit it is a question for the consideration of the Minister, and of the Senate as a whole.

HON. MR. KAULBACH—I think it is in the interest of the public generally that this amalgamation should take place. I believe that in a small section of the country like that through which this road runs, it is not in the interest of the general public that there should be a separate company to transact business over their line independently, and if the Company see that it is in their interest that this amalgamation should take place, I do not see that it would be any disadvantage to the travelling public. If it was a through line running through a number of Provinces, then the objection of my hon. friend would be of some value.

HON. SIR ALEX. CAMPBELL—I do not think that the policy of this House has been, for any length of time at any-rate, in the direction pointed out by the hon. gentleman from Halifax. With reference to this particular Bill, I apprehend that there is nothing in it that the House will not sustain. The only instance that I know of in which amalgamation was prohibited in a railway Bill is that of the Canadian Pacific Railway the other day. It was made a special clause in the Canadian Pacific Railway Act this session, but the power of amalgamation already exists as regards other lines.

HON. MR. PLUMB—The line in question is a short line road, and it is a very desirable thing that that district should be opened up by railway accommodation. It is perfectly well known that short lines of railway cannot be run with the same profit that longer lines can be operated, and they are not usually as well run in the interest of the public. I see no reason, in the public interest, why this small road that has asked for incorporation should be hampered with restrictions that have been only put upon long, competing lines, and that only in one or two instances. It is impossible to prevent the amalgamation, by any legislation that can be passed, because if it becomes necessary for the existence, or in the interests of two companies to amalgamate, they contrive in some way to evade the law. In this case it appears to me, speaking in a parliamentary sense, that the objection raised by the hon. gentleman from Halifax is captious. I believe that the interests of the public instead of being injured would be benefited by the proposed amalgamation. I may say now, and I speak with some authority, as I have had considerable experience in railways, having been very largely interested in railways in the early part of my life, and having had to do with the great railway system of the United States that has now almost overshadowed it, (as I was one of those who assisted in framing the Railway Act of the State of New York) that this amalgamation clause is a sound principle, and that the objection is one which is not in the public interest. I trust therefore, that the Bill will not be hampered by any change in its provisions such as that suggested by the hon. gentleman who has raised this objection.

The motion was agreed to and the Bill was read the third time and passed.

BILLS INTRODUCED.

Bill (84) "An Act to incorporate the Roman Catholic Episcopal Corporation of Pontiac." (Mr. Scott).

Bill (44) "An Act to authorize the transfer of the Welland Railway to the Grand Trunk Railway of Canada, and for other purposes." (Mr. Plumb).

Bill (95) "An Act relating to the Roman Catholic Diocese of Ottawa." (Mr. Scott).

Bill (41) "An Act to incorporate the Saskatoon and Northern Railway Company." (Mr. Plumb).

TRADERS' BANK OF CANADA BILL, AMENDED.

THIRD READING.

HON. MR. VIDAL moved the third reading of Bill (92) "An Act to incorporate the Traders' Bank of Canada."

The motion was agreed to, and the Bill was read the third time and passed.

LIVE STOCK INSURANCE COMPANY'S BILL.

THIRD READING.

HON. MR. ALLAN moved concurrence in the amendments made by the Committee on Banking and Commerce to Bill (55) "An Act to incorporate the Live Stock Insurance Company." He stated that the amendments were nearly all verbal with the exception of one which the House would feel was in the right direction. It was to the effect that if the Company desired to buy out the business of any other company it could be only done by a two-thirds vote of the shareholders instead of a simple majority.

The motion was agreed to.

HON. MR. ALLAN moved that the Bill as amended, be read the third time.

The motion was agreed to, and the Bill was read the third time and passed.

AGRICULTURAL FERTILIZERS BILL.

THIRD READING.

The Order of the day having been read—consideration of amendments made by the Committee on Banking and Commerce to Bill (38) "An Act to prevent fraud in the manufacture and sale of Agricultural Fertilizers,"

HON. MR. GIRARD moved that the Order of the day be discharged, and that the amendments be referred to a Committee of the whole House presently.

The motion was agreed to, and the House went into a Committee of the Whole.

In the Committee, on the 6th clause,

HON. MR. POWER suggested that the date should be fixed as the 1st day of July, instead of the 1st day of May, because the statute would not be printed by the earlier date, and it did not seem fair to punish people for violating a law the very existence of which they could not know, by the earlier date mentioned.

HON. MR. GIRARD thought it would be better to allow the date to stand, as fertilizers were ordinarily bought in the spring, for use about that time.

HON. MR. KAULBACH thought that was the very reason why the time should be extended, as people should not be fined because they are ignorant of the provisions of a law which had not been published.

HON. MR. POWER suggested, as a compromise, that the 1st day of June might be inserted instead of the first day of May.

The amendment was agreed to.

HON. MR. ALLAN, from the Committee, reported the amendments as amended.

The amendments were concurred in.

HON. MR. GIRARD moved that the Bill be read the third time as amended.

HON. MR. DICKEY—I do not intend to renew the objections which I made on the second reading of the Bill, but I still think it is open to the objection that it throws obstacles in the way of farmers getting fertilizers, inasmuch as it deals with the sale of the common fertilizers of the country, such as lime, which is a product of the country, and not imported. I also think there is a doubt whether this Bill is within the competency of Parliament, as it deals with civil rights and property, and I content myself with making this protest.

HON. MR. HAYTHORNE made some suggestions with regard to the including of lime in the list of articles dealt with by the Bill, and thought it would be wise if that fertilizer were excepted.

HON. MR. DEBOUCHERVILLE—The Bill provides for the punishment of those only who sell fertilizers in which phosphoric acid or nitrogen or potash exists. There are none of these ingredients in lime, and therefore the vendor of lime does not come under this law. It states distinctly that its provisions "shall not apply to marl, or to fertilizers sold or disposed of at one-half cent or less per pound nor to guano, the chemical composition of which has not been changed by the vendor or any other person since its importation, nor to plaster of Paris, nor to any fertilizer not offered for sale as containing phosphoric acid, potash or nitrogen."

The motion was agreed to, and the Bill as amended was read the third time and passed.

A QUESTION OF PRIVILEGE.

HON. SIR ALEX. CAMPBELL moved that the House do now adjourn.

HON. MR. PLUMB—Before the House adjourns I wish to say a few words on a matter which is comparatively personal to myself. A day or two since my attention was called to the reports of our debates—at which I do not often look, in fact I had not looked at them for several days. Whenever I speak at any length in the House I am in the habit of seeing that any figures or statements I have made are corrected, but on the occasion to which I refer, I find that my eloquent friend, the senior member for Halifax, while address-

ing the House in that strain of eloquence which is so familiar to us all, made some statement in respect to a peculiar kind of Pullman carriage, which he seemed desirous of introducing to the notice of the House. I ventured to ask him a question which was a perfectly pertinent and proper one—a practice in debate which is a most common thing in other bodies, and which often prevents the necessity of taking up time by making a special address, and a kind of interruption indeed which that hon. gentleman makes probably more than any other member of the House, but about which, when made by others, he seems to be singularly sensitive. At the time I asked the question, he was saying that whether the Pullman carriages were shut or open, they were equally objectionable; if open, they were draughty, and if shut they were too warm. I ventured to ask him whether he wanted them open or shut. In reply he made a remark signalized by that courtesy which distinguishes him in his communications, and said something about my mouth being kept shut. Of course it was intended as a joke. The hon. gentleman does not often perpetrate a witticism, his speeches being usually as dry as a lime-burner's shoe, but on this occasion, having made a faint attempt in that direction, he was so anxious to have it emphasized, that I observe in the official report he has distinguished it by putting in that it was received with "prolonged laughter." I have looked through all the reports of the Senate Debates for some time back, and I find it is the habit of the reporters never to insert "cheers," or any other expression of admiration, and I infer that this emphasis was made at the hon. gentleman's own request. Indeed, I feel so confident of it, that I think I may venture to state the hon. gentleman insisted upon having it inserted, though he was remonstrated with, and he assumed the responsibility of doing it.

Now, I do not object to it as far as I am concerned, but it may be carried too far, and, as one of the members of the Debates Committee, I think it is desirable when brilliant speeches are being made in the House, if a rule has been adopted that there is to be no indication by the reporters of the emphasis given by admirers to the points made by the different orators, that it is a rule which should be strictly observed; and as the hon. gentleman is a stickler for the proprieties of debate I am a little surprised that he should be the first to violate a very salutary rule. Now, the hon. gentleman seems to object to any interpolations in the course of his speeches. But his speeches are dry, and very often marked by great hesitation, and pauses, and it is but natural that people who listen to him think he is through before he really is, and say something which he takes up, but he is himself the greatest offender in this respect. I observed when the hon. leader of the House was speaking the other day, the hon. gentleman interrupted him three or four times, and in a manner which certainly was not parliamentary; he disputed his word and compelled my hon. friend to break the thread of his discourse. He did it so pertinaciously that he was called to order for it. When I was speaking on the 28th February, I was interrupted by the senior member from Halifax six times. I did not mind it, having been in the habit of taking part in the debates in the other House; I rather like it, but I wish to give the hon. gentleman to understand that while he objects to interruptions, he is just as responsible for them as any other. We have had altogether thirty-two sessions of this House. Out of this number—many of them only *pro forma*—there have been several where the sessions have lasted more than an hour or two, but a good deal of the time of the session has been taken up by routine business, and yet the hon. gentleman has spoken in this House, I find, seventy-two times altogether. Of course, it shows his great energy.

HON. MR. POWER—Does that include interruptions?

HON. MR. PLUMB—It shows his activity and industry and I do not find any fault with him for it. I observe that there were 593 pages of the reports up to the 18th. Much of that is routine—in fact the greater portion of it is—yet the hon. gentleman has taken up exactly one-seventh of that space himself. He occupies a position, of course, as a sort of self-appointed deputy leader of the Opposition, which perhaps throws a large responsibility upon him, but I think a gentleman who

takes up one-seventh of the whole space devoted to the debates of the House, including all the routine proceedings, whatever they may be, ought to look a little to himself before he ventures to criticise others; but I do especially object to an hon. gentleman who has his one little joke thinking so much of it that while he cannot patent it—I believe there is no provision in the patent office for that purpose—he endeavors to embalm it in some way in the proceedings by inserting himself a note of admiration in regard to it. In stating that he has inserted it himself I have authority for doing so or I would not take up the time of the House. This is a petty matter.

HON. MR. POWER—Hear, hear!

HON. MR. PLUMB—The hon. gentleman may well say "hear, hear"—it is a small matter, and I would not under other circumstances have ventured to call the attention of the House to it. It is of very little consequence to me what retorts the hon. gentleman makes. If in the course of the very irritating debates, which he often brings to the House on trivial questions, he is interrupted sometimes, I dare say he defends himself the best way he can and with the best taste he can display, but there is nothing in the remark which he, as a gentleman, should desire to call attention to, for it was in bad taste, however much I laid myself open to it. These are all the remarks I have to make on the subject, but I presume it is not the desire or intention of the House to abandon the salutory rule in regard to interpolations that, whatever they may be—cheers, laughter or other expressions of applause or dissent—as long as they do not take a verbal form, they should have no place in the debates of the House which, so far as I know, have up to this time been free from them; certainly they have been free from them so far this session, and as far as I know, were free from them last year. If the hon. gentleman wishes that these expressions should appear in the Debates he will probably propose that the rule should be changed to meet his views.

HON. MR. POWER—My hon. friend is perfectly right in saying that this is a very small matter; it is indeed exceedingly small. The hon. gentleman has said now something about my putting in a note of admiration. The hon. gentleman came to me, having seen these words "prolonged laughter" inserted after my remark, and spoke to me about it in the House, and I assumed all the responsibility; in fact I inserted the words myself, the reporters did not. The hon. gentleman will not deny that it was simply a statement of fact; there was prolonged laughter; and I am not aware that there is any rule which forbids the insertion of statements of that sort. The practice has not been indulged in of late, but some years ago hon. gentlemen did insert those things to a very considerable extent. I have never done so myself before, but I do not regret that I have done it now; because you see, hon. gentlemen, that this very small offense of mine has been the means of giving the House, and giving me in particular, a great deal of valuable information as to the manner in which we should conduct our debates, what sort of language we should use and all that, for which I, for one, am very grateful. The hon. gentleman, as the House knows, is particularly qualified to lecture members on the good taste of their interruptions and their remarks. His example in that way has been most valuable and calculated to raise the tone of our debates in the Senate very much indeed. I think all hon. gentlemen must have felt that. I am also very grateful personally to the hon. gentleman for having taken the trouble to ascertain how many times I have spoken and how much space I take up in the Official Reports. That is a kind of information I have never collected on my own account, and I am very glad indeed that the hon. gentleman has taken interest enough in my doings to gather the information. I shall trouble the House no further, because I think there has been already too much said about what I should have supposed was rather too small a matter for a gentleman of the age and parliamentary experience of my hon. friend to devote so much time to.

HON. MR. VIDAL—Although this has been spoken of as a trivial affair, there is connected with it a very important principle. Is the record of our debates to be interlarded with expressions of ap-

proval or disapproval ? Heretofore it has not been done. With very great propriety such expressions have been excluded from the record, and so far from being pleased to hear the hon. gentleman who has just resumed his seat say that he has done no wrong, I think he has committed a great mistake in venturing to impose upon the reporters of our House the responsibility of publishing in their reports such an expression.

HON. MR. POWER—I have assumed the responsibility.

HON. MR. VIDAL—If the hon. gentleman is right in having done this, every other hon. gentleman will have a perfect right to insert in his speech expressions of approval or disapproval to any extent that may suit his fancy. I think it is better that the rule which has been in force for years should be rigidly adhered to, and that the reporters should understand that the Committee on Reporting the Debates would not sanction the introduction of those remarks.

The motion was agreed to, and the Senate adjourned at 4.50 p.m.

THE SENATE.

Thursday, March 20th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

THIRD READINGS.

The following Bills from the House of Commons were reported from Committee, and read the third time and passed without debate :—

Bill (33), "An Act to empower the Northwestern Coal and Navigation Company, (limited) to construct and work a line of Railway between Medicine Hat and the Companies' Mines on the Belly River, and for other purposes." (Mr. Allan.)

Bill (34), "An Act to Incorporate the Alberta Railway and Coal Company." (Mr. Allan.)

Bill (59), "An Act respecting the Northern and North-western Junction Railway Company. (Mr. Allan.)

Bill (80), "An Act to amend the Act ncorporating the Napanee, Tamworth and Quebec Railway Company." (Mr. Flint.)

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY COMPANY.

THIRD READING.

HON. MR. DICKEY from the Committee on Railways, Telegraphs and Harbors reported Bill (75), "An Act respecting the Manitoba South-western Colonization Railway Company," with certain amendments. He explained that the amendments were merely verbal with the exception of one which required a two-thirds majority of the shareholders to sanction an amalgamation with any other Company.

HON. MR. GIRARD moved that the amendments be concurred in.

The motion was agreed to.

HON. MR. GIRARD moved that the Bill be read the third time presently.

The motion was agreed to, and the Bill was read the third time.

On the question by the Speaker "Shall this Bill pass ?"

HON. MR. REESOR said : This Bill affects the only charter that was granted before the Pacific Railway Charter was passed, and therefore was not disallowed by the Dominion Government, and the company chartered by it were permitted to go on and build the road. They did proceed to the extent of building 50 miles, but finding great difficulty in satisfying the Government and the Canadian Pacific Railway Company, whose line they had crossed, they were unable to obtain the land grant, became discouraged, and sold out to another company. This Bill provides that this other company that now holds the charter may lease the line already built, with its extensions, thus

placing the only charter originally free from the control of the Canadian Pacific Railway under the control of that Company, as I understand arrangements have been made with this Company to lease it to the Canadian Pacific Railway Company. Some three years ago, when the line was first surveyed and located, it reached a certain point on the Pembina River near Manitoba. The Canadian Pacific Railway Company being hostile to the proceedings of this independent company, immediately located another line called the North-Western Branch of the Canadian Pacific Railway, which they continued to construct until they reached the Pembina River at the same point where the Manitoba South-Western Colonization Railway Company had located their line with a view to crossing. I now understand that negotiations have been entered into by which the Manitoba South-Western line will not proceed on the line originally located at the crossing on the Pembina River, but will run north of that point some 15 or 20 miles, and strike the Souris beyond the western limits of Rock Lake, proceeding on their way westward north of Rock Lake. I now desire to enquire of the Government whether it is the intention of the Canadian Pacific Railway Company to continue their line across the Pembina River on the route located 12 miles north of the American boundary? A very large number of settlers have gone in upon that belt, and are rapidly converting it into an agricultural district, and unless the South-Western branch of the Canadian Pacific Railway is proceeded with, as located, these people will be greatly disappointed. They will have no access to the coal fields of the Souris, and no means of getting their produce out to market. I would be very much gratified if the Government would give a satisfactory answer to the question. If the Canadian Pacific Railway Company proceed with the South-Western branch I should see less objection to the passing of this Bill.

Hon. Mr. MACPHERSON—I am not able to answer the hon. gentleman's question with respect to the South-Western branch of the Canadian Pacific Railway. There is a very great desire that the railway affected by the Bill now before the House should be proceeded with, and the object of this Bill, I take it, is to increase the probability of that line being continued. As to what the Canadian Pacific Railway Company propose to do with their branch —the one down towards the frontier, of which 50 miles have been built, or what progress they propose to make with it this year, I am not prepared to say.

Hon. Mr. DICKEY—I think that the House would like to know exactly the position of this matter, as it was brought before the Committee. The Manitoba South-Western Colonization Railway is a road which starts from Winnipeg, and after proceeding a certain distance west, crosses the Canadian Pacific Railway, and crosses the Assiniboine, and is constructed as far as Carman—at least it was constructed that far about eighteen months ago when I was on the line. When the road had reached that point, unfortunately the promoters and the persons engaged in constructing the railway found that they could not get any further for want of funds, and, I believe, they have not done anything in the way of extending their line for the last eighteen months. The object of the main line crossing the river there is to tap the Souris coal mines. That object cannot be attained if the road terminates where it is, and it is a great object to the Canadian Pacific Railway, as well as to the people of that country, that the line should be extended to the coal fields by the shortest possible route, and it will be attained, I apprehend, by the passing of this Bill, because it would be madness for the Canadian Pacific Railway Company to lease this line, unless they proposed to extend it to where they expect their traffic.

Then with regard to the South-western branch of the Canadian Pacific Railway, that is a road which starts near Winnipeg, crosses the Assiniboine and goes to Morris, and then south-westerly in a direction nearly parallel with the international boundary, giving increased accommodation to the people of Southern Manitoba. I take it for granted that the Canadian Pacific Railway Company do not contemplate abandoning that line, because if they did their expenditure on it hitherto would be comparatively useless; it would not reach the settlers in South-western Manitoba, therefore I have no apprehensions

on that score—although it has really nothing to do with this Bill. With regard to this particular Bill, it will be most useful not only to the people of Winnipeg, but to the Canadian Pacific Railway, and to the settlers beyond, because, unfortunately, it is the only mode of securing the extension from Carman south-westerly to the Souris coal fields. I mention these facts as they were presented to us before the Committee.

HON. MR. MACPHERSON—As I said a few moments ago, the object of this Bill is to facilitate the prosecution of that line. The Canadian Pacific Railway Company and the Government, and all interested in that country, are most anxious to have that road continued to the Souris coal mines, and I believe it is the intention of the Canadian Pacific Railway Company, from some point upon the extended line, to run a line north to Regina, and thence northward towards Battleford. That is the intention, as I understand, and as the Company have stated, but that does not give the information to the hon. gentleman which I understood him to ask for. What I understood him to inquire about was the South-western branch of the Canadian Pacific Railway, of which I am not able to give him any information.

The Bill was then passed.

BILL INTRODUCED.

Bill (21) "An Act respecting the Grand Trunk Railway of Canada," (Mr. Ferrier.)

WELLAND RAILWAY TRANSFER BILL.

SECOND READING.

HON. MR. PLUMB moved the second reading of Bill (44), "An Act to authorize the transfer of the Welland Railway to the Grand Trunk Railway of Canada, and for other puposes."

He said: This Bill authorizes the transfer of the Welland Railway to the Grand Trunk Railway Company, and it is stated that such transfer is in the interests of both Companies. By it the Grand Trunk undertakes to work the Welland Railway from Lake Erie to Lake Ontario along the Welland Canal, which is a road that has never, I believe, paid anything to its shareholders, though it has paid a small interest on its debentures. The Great Western Railway became possessed of that road, by lease, some years ago, and this is a confirmation of that lease. I understand that all the arrangements between the two Companies have been carried on in the most careful manner, guarding the interests of both parties, and they have been consented to by the parties interested in the Welland Railway, so that no injustice has, or can be done to those proprietors. It is a cross-road, and I do not think the public can be in any way affected by the proposed confirmation of these arrangements between the two Companies. The Bill is one of considerable length, and involves a good many particulars, which will be necessary to carry out the undertaking, but I do not imagine that there will be any objection to its being read a second time; and it can then be discussed at length before the Committee to which I propose to refer it.

The motion was agreed to, and the Bill was read the second time.

SASKATOON AND NORTHERN RAILWAY BILL.

SECOND READING.

HON. MR. PLUMB moved the second reading of Bill (41) "An Act to incorporate the Saskatoon and Northern Railway Company."

He said: The object sought in this Bill is the construction and operation of a railway from some point on the Canadian Pacific Railway, at or near Moose Jaw, to the site of the proposed city of Saskatoon, in the Temperance Colonization Society's Territory, and thence to Battleford or Prince Albert, or to both places. The incorporators are gentlemen with whom I am acquainted, and the Bill is an ordinary charter for a Railway Company, and I believe it is the policy of this House, and of the country generally, to encourage the building of railways wherever they may be required in the North-West. Without any further explanation, I beg to move that the Bill be read the second time.

The motion was agreed to, and the Bill was read the second time.

The Senate adjourned at 4.15 p.m.

THE SENATE.

Ottawa, Friday, March 21st, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

BILLS INTRODUCED.

Bill (85), "An Act respecting the Erie and Huron Railway." (Mr. Scott.)

Bill (90), "An Act respecting the Great Northern Railway Company." (Mr. Bellerose.)

Bill (90), "An Act respecting the Ontario and Quebec Railway Company." (Mr Allan.)

Bill (9), "An Act to amend the several Acts relating to the Toronto Grey and Bruce Railway Company." (Mr. McKindsey.)

Bill (81), "An Act further to amend the Act incorporating the Souris and Rocky Mountain Railway Company and to change the name of the Company to the North-West Central Railway Company." (Mr. Robitaille.)

Bill (6), "An Act to provide for the punishment of seduction and like offences." (Mr. Power.)

THE ST. CLAIR FRONTIER TUNNEL COMPANY'S BILL.

THIRD READING.

HON. MR. DICKEY from the Committee on Railways, Telegraphs and Harbors reported Bill (62), "An Act to Incorporate the St. Clair Frontier Tunnel Company," with certain amendments.

He said the amendments though numerous were merely verbal, and were intended to bring the Bill into conformity with other Bills of the same kind. The only amendment making any change was that specifying the amount of stock that was to be represented at any meeting of the Company where borrowing powers are to be taken. Whereas in the Bill as it stood there was no limit at all, the amendment provided that at least one-half of the stock shall be represented.

HON. MR. VIDAL moved that the amendments be concurred in.

HON. MR. POWER—I would ask my hon. friend to allow the amendments to stand over until the House meets again.

HON. MR. VIDAL—There is nothing in the amendments that would call for debate.

HON. MR. POWER—But there are some amendments which have not been made, and which I think deserve consideration. I do not propose to delay the passage of the Bill unnecessarily, but there is nothing to be gained by concurrence in the amendments to-day any more than on Wednesday next.

HON. MR. VIDAL—I do not see why any different treatment should be extended to this Bill than has been extended to other Bills that we have passed here this session. The amendments are very few and very simple, and I must persist in my motion.

HON. MR. PLUMB—the Bill was very fully discussed in the Committee, and I do not know that the absence of the hon. gentleman from the Committee is any reason why there should be delay in concurring in these amendments. No one present at the Committee objected to them, and I think it is asking too much to delay the action of the House by a captious objection.

HON. MR. POWER—I have objected to the adopting the report of the Committee, and consequently 24 hours notice has to be given before concurrence can be taken.

HON. MR. PLUMB—It is not out of order to discuss what the hon. gentleman has said.

HON. MR. POWER—Order.

HON. SIR ALEX. CAMPBELL—The hon. gentleman should state his point of order.

HON. MR. POWER—I have stated it. As I understand the rule the report of the Committee cannot be considered on the same day it is presented, unless with the unanimous consent of the House.

HON. SIR ALEX. CAMPBELL—There is no such rule.

THE SPEAKER—Will the hon. gentleman be kind enough to point out the rule under which he makes his objection?

HON. SIR ALEX. CAMPBELL—If there is any rule at all it is rule 14.

THE SPEAKER—As the House is in possession of the Bill no notice is necessary to consider the report.

HON. MR. POWER—I do not think the House is in possession of the Bill just at present. The Bill has been reported up from the Committee on Railways, and the question is whether we shall adopt the report of the Committee or not.

HON. MR. PLUMB—The Bill is in the possession of the House, and I do not imagine why such a captious objection should be made by the hon. gentleman. It would be very easy to obstruct the ordinary course of legislation here if such captious objections are entertained. The hon. gentleman was not present on the Committee, but he has constituted himself a sort of quasi deputy leader of the Opposition, and in that position takes certain responsibilities upon himself. The hon. gentleman has been shown that he is entirely mistaken in his point of order.

THE SPEAKER—The House being in possession of the Bill, my opinion is that it is not subject to notice under the rule.

The amendments were concurred in.

HON. MR. VIDAL—moved that the Bill be read the third time presently.

HON. MR. POWER—I have not looked up this question at all, but it does seem to me—

Hon. MR. PLUMB—Then why do you raise the objection?

HON. MR. POWER—The Committee reported the Bill with several amendments. These amendments have not been printed in our Minutes yet, and the House has had no opportunity to consider them, and if the hon. gentleman who has charge of the Bill has the right not only to have the amendments concurred in before they have been printed and brought to the knowledge of the House, but at the same time the right to insist on his Bill being read the third time, it is clear that hon. members in this House have no opportunity given them to consider the amendments made to the Bill. Even though the hon. member from Sarnia is within his strict right in insisting upon the third reading of the Bill presently, I think he is somewhat lacking in courtesy to the House in so insisting. I am not in the habit of obstructing the proceedings of the House, and if I have an objection to make it is because I think there is some little substance in it. If the rule is as I understand it to be laid down now, that the report of a Committee coming up before us for the first time, and not brought to the knowledge of the House except by being read by the Clerk at the table, can then be forced through without further consideration, I think our rule should be amended forthwith.

HON. MR. VIDAL—The hon. gentleman from Halifax has brought an unnecessary and improper charge against me of want of courtesy. I did not insist upon the third reading of the Bill when I moved concurrence in the amendments, and I should at once have postponed the third reading to another day if the hon. gentleman had asked for it. I have no objection whatever that the Bill be read the third time on Wednesday next if the hon. gentleman wishes it.

HON. MR. DICKEY—The question now raised by the hon. gentleman from Halifax is entirely different from the other one. I apprehend that the practice here is that a Bill after being reported on can, as a matter of course, be read the third time the same day, but when there are important amendments it is usual to allow the third reading to stand for another day.

THE SPEAKER—I am satisfied that

under our rules the Bill might be read a third time to-day, but the practice of the House of Lords—which we largely follow here—is not to read the Bill the third time on the day on which it is reported from Committee.

HON. SIR ALEX. CAMPBELL—Particularly when there are amendments.

The Bill was ordered for third reading on Wednesday next.

MONTREAL & EUROPEAN SHORT LINE RAILWAY COMPANY'S BILL.

THIRD READING.

HON. MR. DICKEY from the Committee on Railways, Telegraphs and Harbors, reported Bill (89) "An Act to amend the Act incorporating the Great American and European Short Line Railway Company, and to change the name thereof to the Montreal and European Short Line Railway Company" with certain amendments. He said: this Bill is rendered necessary by the fact that in the first Act there was no power to build a railway through New Brunswick, and it also provides for changing the name. The important amendments are two. One is to provide that a certain proportion of the shareholders have to accept the clause of this Bill which is substituted for the clause in the previous Act, and the next is that if that clause is adopted that there should be some notice given to the public, and that is provided for, as in the previous Bill, by requiring that a certificate signed by the President of the Company shall be given that at the meeting that is provided for in that section the clause has been accepted, and that certificate is to be filed in the office of the Secretary of State, so that the public may have notice. These are the only amendments made in the Bill.

HON. MR. MACFARLANE—I may say that the Company are quite prepared to accept the amendments proposed by the Committee, and I move that the amendments be now concurred in.

The motion was agreed to.

HON. MR. MACFARLANE moved that the Bill be read the third time presently.

The motion was agreed to and the Bill was read the third time and passed.

LAKE NIPISSING AND JAMES' BAY RAILWAY CO.'S BILL.

THIRD READING.

HON. MR. DICKEY—From the Committee on Railways, Telegraphs, and Harbors reported Bill (31) "An Act to Incorporate the Lake Nipissing and James' Bay Railway Company" with certain amendments. He said: The amendments in this Bill are chiefly verbal to bring it into conformity with our previous legislation; but there are two important provisions, one altering the promissory note clause so as to make it conformable to our present legislation, and the other is to provide, as I have already explained with regard to the Frontier Tunnel Bridge Co., the proportion of shares and stock that shall be represented at any meeting at which the Company shall exercise bonding powers, and it is provided in that Bill that they shall be represented by at least one-half the stock.

The amendments were concurred in.

HON. MR. GIRARD moved that the Bill be read the third time presently.

The motion was agreed to and the Bill was read the third time and passed.

A BREACH OF INTERNATIONAL LAW.

ENQUIRY.

HON. MR. MACDONALD rose to enquire

Whether it has come to the notice of the Government that an Indian was seized within the boundaries of the Dominion in British Columbia, by a party of masked men from the neighboring American Territory, and afterwards hanged; and if so, will satisfaction be demanded from the United States Government.

He said: When I gave notice of this inquiry I was not aware at the time whether the substance of the inquiry was true or not, but since then I have received information that a gross breach of inter-

national law, and in fact of all law, has been perpetrated by a party of masked men, some eighteen in number, who came across the boundary of British Columbia from the neighboring State, seized an Indian, when in the power of the constables, then took him across the boudary and hanged him. I trust that the Government of this country will not allow an outrage of this kind to go without proper representation being made to the authorities at Washington, and a full enquiry being made into the facts.

HON. SIR ALEX. CAMPBELL—The Government have had notice by telegram of the very gross outrage which was committed in British Columbia, and which has been referred to by my hon. friend. As soon as the telegram was received, about a fortnight ago, a communication was addressed by the Government to the British Minister at Washington asking him to bring the matter under the notice of the Government of the United States. A few days ago a letter was received from the Lieutenant-Governor of British Columbia corroborating the telegram already received, and saying that he had been in communication with the Governor of Washington Territory, and had received his assurance that he would do all in his power to endeavor to identify the persons concerned in the very gross outrages which had been committed. The letter from Lieut-Governor Cornwall was also forwarded to Washington, to the British Minister, for the purpose of being laid before the President, and I have every reason to believe that the matter will be thoroughly enquired into.

HON. MR. ALMON—May I ask the Minister of Justice how many days it is since the Government wrote to Washington.

HON. SIR ALEX. CAMPBELL—I understand that the first letter was sent about a fortnight ago, and the second a couple of days since.

HON. MR. ALMON—Does not the hon. gentleman think that if the British Minister at Washington, instead of making bogus returns showing an exodus from the Dominion, had promptly answered the telegram he would have done better? If a British subject can be taken from Canadian territory illegally and hanged, and an official communication on the subject requires a fortnight to answer it, the sooner the British Minister is sent home and a better man put in his place the better for the country.

HON. SIR ALEX CAMPBELL—I have no doubt that Mr. West has done, and is doing, everything in his power in the matter, and that we shall soon hear that his good offices have been attended with results which will be satisfactory to the country.

FRAUD IN PATENT RIGHTS BILL.

REFERRED BACK TO COMMITTEE AND REPORTED.

HON. MR. SCOTT moved that the amendments made in Committee of the whole House to Bill (26) "An Act for the better prevention of fraud in connection with the sale of Patent Rights," be concurred in.

HON. SIR ALEX. CAMPBELL—After the amendments were prepared on the Minutes, and I had an opportunity of reading them in print, it seemed to me that it required still further amendments to bring the Bill into the shape desired by its promoters. It is not the intention of the House that the Bill should touch upon any subject but patent rights; we are dealing with the right and not the thing patented, and I have prepared some further amendments bringing that out more plainly. I have submitted those amendments to my hon friend, and also to another hon. gentleman who takes an interest in the Bill. I move that the report of the Committee be not now concurred in, but that the Bill be referred back to the Committee of the whole House, with instructions to amend the same as follows:—

In the 6th line strike out all the words after "of" down to the word "same" in the 7th line, and insert in lieu thereof the words "a patent right or of a partial interest (limited geographically or otherwise) in a patent right." In the 15th line introduce the word "issues" after the word "who." In the 20th line strike out all the words after "of" to the word "same" in the 21st

line, and insert in lieu thereof the words "a patent right, or of a partial interest (limited geographically or otherwise) in a patent right."

HON. MR. DICKEY—The Minister of Justice did me the kindness to show me the amendments that he proposed to make, and I think they are an improvement upon the Bill as it stands, and bring out more clearly the object for which it is intended, because I apprehend the object of the Bill was not to deal with the question of the sale of any patented thing, but it was to deal with the grievance of persons selling patent rights; instead of selling the patent right outright, they sell the use of it in a particular district, and that is the great evil which affects the large body of farmers and others to whom these patents are supposed to be sold. I am perfectly satisfied with these amendments, and I congratulate the Minister of Justice upon the course he has taken in this respect.

HON. MR. POWER—I only rise for the purpose of asking for an explanation. I was not on the Committee before whom this matter came, but I was under the impression that the grievances complained of arose not merely from the sale of patent rights, but just as frequently from the sale of the right to sell a certain article or manufacture made under a patent right—to sell that article within a certain district. As I understand the amendment of the Minister of Justice it does not apply to that.

HON. MR. DICKEY—That is provided for already.

HON. MR. POWER—I do not think so; the amendments strike at anything patented. The patent right, as I understand, is not the right to sell an article made under the patent, but it is the right to make the article which is patented.

HON. SIR ALEX. CAMPBELL—To make or sell it.

HON. MR. POWER—I doubt very much whether the right to make a plough of a certain pattern, would not come under it.

HON. SIR ALEX. CAMPBELL—It is not the question of selling the plough, but it is the question of the right—if there is any right in it—to make the plough. Every shopkeeper who buys from a wholesale merchant, buys many articles that are patented. Take, for instance, the case of a dealer in hardware; a dealer ordering a bill of articles from a hardware merchant, buys many articles that are patented, and under the Bill as it originally stood, an ordinary note given in consideration for such goods would be void. See what a block that would be to commerce. The thing we have to deal with is not the article patented, but the right itself.

HON. MR. REESOR said that he approved of the amendments proposed by the Minister of Justice.

The motion was agreed to, and the House went into Committee of the Whole.

HON. MR. DEBOUCHERVILLE, from the Committee, reported the Bill with additional amendments.

HON. SIR ALEX. CAMPBELL moved concurrence in the amendments.

The motion was agreed to, and the Bill was ordered for third reading on Wednesday next.

GRAND TRUNK RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. FERRIER moved the second reading of Bill (21), "An Act respecting the Grand Trunk Railway Company of Canada."

The motion was agreed to, and the Bill was read the second time.

ROMAN CATHOLIC EPISCOPAL CORPORATION BILL.

SECOND READING.

HON. MR. SCOTT moved the second reading of Bill (84), "An Act to incorporate The Roman Catholic Episcopal Corporation of Pontiac."

He said: This Bill proposes to incorporate the Roman Catholic Diocese of Pontiac, which was formerly embraced in

the Diocese of Ottawa. The necessity for its coming to this Parliament for an Act to enable it to hold its property in its name as now established, is chiefly owing to the fact that the Diocese embraces parts of the two Provinces of Quebec and Ontario, and extends very far north beyond the boundary of either Ontario or Quebec as now assumed—that is, to Hudson Bay and the waters emptying into it. The Bill is one which simply authorizes that community of the Catholic body to hold property which it has acquired, and which is now held either by the Church Corporation of the Diocese of Ottawa, or held in trust for that Corporation. The clauses of the Bill simply relate to the details of holding this property, or to the disposal of it when the necessity for holding it no longer exists.

HON. MR. FLINT—I wish to speak a few words on this subject. I am very much obliged to the hon. gentleman from Ottawa for holding over this measure until to-day, and thereby giving me time to look into it. It is some time since I had an opportunity of looking into these incorporation Bills, but I took the time yesterday to look up those that have been passed heretofore. I have gone back as far as 12 Victoria, and then from that to 24 Victoria, and from that to 46 Victoria, and I find nothing connected with a Bill dealing with this particular Roman Catholic Corporation. It strikes me, however, on examination of the Bill, that the limits are altogether too large, and I think we are opening up the country in favor of this religious corporation faster than we ought to do. I do not know how it may be with other hon. gentlemen, but in opposing this Bill I feel that I am right, from the fact that I am opposed to all these religious corporations, whether Roman Catholic or Protestant, having their powers extended any farther than is actually necessary. I think the large amount of money which is spoken of in one of these Bills, £5,000 annually, is too much, and that is one reason why I am opposed to the measure. Then, I think it is unfair that in opening up an immense amount of territory in this country, we should set apart so large a portion upon which no taxes are to be paid. The consequences of such exemptions are fast assuming serious proportions in many places, and the quantity of property which is held by these religious corporations being very large and free from taxation, the taxes upon other portions of the community are necessarily more burdensome; this is particularly the case in Ontario, and a great deal of feeling has been aroused upon this subject. I am sure I go as far as any hon. gentleman in these matters, and endeavor to give to every denomination of Christians all that is necessary, but beyond that I do not feel inclined to go, even for the Church of which I am an unworthy member. These are two things which I do not like in connection with this Bill. As a matter of course I do not intend to move that the measure be thrown out, or anything of that kind, but these are among the reasons why I cannot vote for it. My third objection to it is this: I believe it is no more than right that we should have reciprocity on these questions, and if our Roman Catholic fellow subjects are to have all that they require in connection with these matters of Church Dioceses, I thing it is only fair that our Protestant fellow subjects should have the same.

HON. MR. POWER—Don't they.

HON. MR. FLINT—No, they do not.

MR. SCOTT—Name, name.

HON. MR. FLINT—Wait a moment I never get up to speak, hon. gentlemen, unless I have something to say. I noticed a few days since, in the other branch of the Legislature, there was a large vote against the granting of certain rights to a portion of the Protestant population of this country—it was in reference to a Bill called "The Orange Incorporation Bill." I wish to say here that I am no Orangeman; I never was, I belong to no secret association whatever, and never intend to; but I think it is only right that those associations should have their rights as well as others, and this is an additional reason why I oppose the granting to Catholics of privileges which they will not in turn give to Protestants. I am well aware that what they asked for was very small, in comparison with the Bill which I now hold in my hand; comparatively speaking it was a mere "flea

bite." What was it they asked for? Simply the right to hold a piece of ground upon which to build their Lodge,—and I know, so far as regards my own country, that in no instance have they more than one acre of ground secured for that purpose, although they cannot hold the title themselves; it must be held by an individual, and of course it might happen that they would lose it. That is all they ask, and I think they should have it. It may be said they are not allowed that privilege in England,—but it must be remembered that we are not in England, and the simple right which was denied the Orange body here, was asked by a body which numbers, as nearly as I can ascertain, some 250,000 of the people of this Dominion. And I know this: that taking them as a class, so far as I am acquainted with them, they are a very respectable body; and further, I may say that they take the Bible for their guide just as much as our Roman Catholic fellow subjects do, and I am satisfied there are a large number of every religious people among them. They do not of course, as Orangemen, belong to a Church of their own, but are divided among the various Churches, many of them belonging to the Church of England, the Methodist and other Protestant Churches which exist throughout the length and breadth of the land, and I believe they are as good members of those Churches as any who attend them. Therefore I think they were entitled to what they asked for, and as they cannot have that right, I do not think it is my duty (taking into consideration that I have always acted upon a broad principle heretofore) to support this measure. Now, I wish to say that when I first entered public life—before I entered into what is called political life, or into Parliament—I was asked by two clergymen of the Roman Catholic Church in our part of the country what I would do for them if they supported me. My answer to them, in writing, as I got their letters, was: My motto is, "equal rights and privileges to all classes of Her Majesty's subjects, without distinction of party or creed." I have held to that principle until the present day, and therefore I feel that, as a Protestant, I have a right to say, if any portion of my Protestant fellow-subjects cannot have what I think is their right, and that right is refused them by a certain section of the community, who are unwilling that it should be granted,—then I am unwilling to give to that section who opposed them, similar rights; for I think there should be reciprocity in these matters. These are the views I entertain on this subject. I have no ill-feeling against any individual connected with the Church of Rome, or against the clergymen of that church, although I can assure the House I have felt their heavy hands sometimes when I have been canvassing out in my county. That, however, did not make any difference to me, and I did not care whether they supported me or not. I never asked and never would,—if I had to go through a hundred elections—ask them to give me their support, for if a man could not support me on principle, I would not ask for his assistance upon any other ground. I have gone through several elections, and I am sure some of them were very hardly contested, but notwithstanding the fact that many of my Roman Catholic fellow-subjects were opposed to me tooth and nail, I have always been willing to give them just and equal rights,—and I am willing to do so still. All I ask is that they should reciprocate, and extend those rights to us. I am satisfied that the Bill will pass; and so far as I am individually concerned I am not going to object to it further than this,—I will not vote for it. I trust, if the Bill is read the second time, that I shall have the same privilege as that which has been accorded to my Catholic friends when any measure does not suit them, and that the Bill may be declared to have been carried on a division. That is all I ask. I have stated the principle on which I base my action, and will only say that I trust in doing so I have not said anything that can be construed as offending any hon. gentleman, or if it can be so construed, that I will be pardoned for having done so.

Hon. Mr. SCOTT—I regret that the hon. gentleman from Belleville should have felt it necessary to make the remarks he has upon this Bill. We have had Bills for the incorporation of various religious bodies in Canada, but this is the first occasion on which I have heard anything like individual opposition offered to them. The hon. gentleman said he takes excep-

tion to all these bodies, but I did not hear the hon. gentleman oppose the Bill which we had before us a few days ago and which affected an important section of the Christian people of this country—nor in years past when we have had Bills of similar character to this. The hon gentleman has never raised his voice in opposition to any measures of that kind. The hon. gentleman has thought proper to give his real reasons for his opposition to this Bill. He says it is because all men are not meted out equal justice, and he has, with very questionable taste, placed on the same plane a political secret society, and the Roman Catholic Church, which numbers among its adherents 1,750,000 and upwards of his fellow subjects in Canada. The hon. gentleman is aware that in making the observation he has done, and in endeavoring to place upon the same scale the body to which he refers, and the Catholic body of this country, he pays a very poor compliment—to use very mild language—to the large number of Roman Catholics in the Dominion. I should have thought the hon. gentleman, from his long experience of life, would have been able to draw more just and charitable conclusions of those with whom he has been brought in contact in former years; but he lets us know that there is a latent sting in it all—he does not seem to have got on with his Roman Catholic neighbors, apparently. His complaint is that they did not vote for him.

HON. MR. FLINT—I do not blame them at all.

HON. MR. SCOTT—Because they did not give him their support in former years, when he needed it, and because they chose to exercise perfectly independent judgment, he takes this opportunity to have a fling at the whole Roman Catholic body of the country. Because, for sooth, one branch of the Parliament of Canada, headed by leading Protestants, took a particular action in reference to a particular measure—which measure was conceded to be for a political and admittedly secret, rather than a religious body—the hon. gentleman says because a branch of the Parliament of Canada has seen fit not to give to that body what they demanded, ergo the Roman Catholics of this country should be denied the right to hold property. I only regret that the hon. gentleman's feelings are so bitter, and his mind so narrow, that he takes a partial view of so just a measure as the one I hold in my hand. I have had occasion to listen to a good many speeches in Parliament, but certainly I never heard one that was marked by such narrowness of thought and such bigotry towards so large and influential a body as that I have named. Neither in the old Parliament of Canada, nor in the various Provinces, whether the majority was of one denomination or another, nor in the Parliament of the Dominion has any religious body been refused the necessary legislation for the conduct of its own affairs. This association, or body, whose application is now before the Senate, asks for no more than has been conceded to all other religious denominations. The acquisition of property in the far North, up to the Straits of Hudson Bay, is one of the peculiar features to which the hon. gentleman objects; he is afraid they may acquire territory up there. If the hon. gentleman knew anything about that country, he would be aware that the chief civilizers in that country and the chief protectors of the poor Indians, for the last 200 years, were the Catholic missionaries who have traversed that North country. They got on for two centuries without Bills of this kind, and I daresay they could go on to-day without them, if it were not for the conventional arrangements of the 19th century, which impose certain conditions in connection with the holding of the churches and other property which may be acquired there. I will make no further observation further than to say I should like a division on the Bill, and the hon. gentleman will be afforded an opportunity of having his name figure as opposed to the measure.

HON. MR. FLINT—I do not intend to ask for a division.

HON. MR. SCOTT—But I propose to ask for it.

HON. MR. FLINT—My hon. friend from Ottawa has thought fit to accuse me of narrow mindedness and bigotry. I

deny it, and I can say that I have always given my Roman Catholic fellow subjects everything that it was in my power to bestow. I am willing to do so to-day, but I do say that they should be willing to give the the same consideration to other denominations. It may be said that the Orange body is not a church, but as I have explained already they are portions of churches at all events. I say then it is very hard that they cannot even have a little land upon which to place their building.

THE SPEAKER—The motion is carried on a division.

HON. MR. SCOTT—I ask that the yeas and nays be taken, seconded by Mr. Power.

HON. MR. POWER—I do not ask for the yeas and nays.

HON. MR. ALMON—While I do not agree in what has been said by the hon. gentleman from Belleville, still I think he is being treated very unfairly. If the hon. gentleman from Ottawa will recall what happened a few days ago in this Chamber he will remember that I wished to have the names taken, on the motion of the senior member from Halifax, on the division upon the Canadian Pacific Railway Bill. It would have been very unpleasant for the hon. gentleman from Ottawa if that had been done.

HON. MR. SCOTT—It would not have been at all unpleasant—not in the least.

HON. MR. ALMON—I think it would; however, there is a difference of opinion between us. I did not insist, though I wished my name taken down.

HON. MR. POWER—I rise to a question of order.

THE SPEAKER—The motion has been carried, and there is no question before the Chair. If the yeas and nays are demanded by two members, they shall be taken.

HON. MR. SCOTT—I move, seconded by the hon. Mr. Haaythorne, that the yeas and nays be taken.

The House then divided on the motion which was carried on the following division:

CONTENTS:

Hon. Messrs.

Alexander,	McKindsey,
Almon,	McMaster,
Archibald,	Macdonald,
Baillargeon,	Macfarlane,
Benson,	Miller (Speaker)
Boucherville, de	Montgomery,
Campbell,	Muirhead,
(Sir Alexander),	Nelson,
Chapais,	O'Donohoe,
Cormier,	Odell,
DeBlois,	Plumb,
Dever,	Power,
Dickey,	Pozer,
Ferguson,	Robitaille,
Girard,	Scott,
Grant,	Simpson,
Haythorne,	Skead,
Leonard,	Stevens,
Lewin,	Trudel,
McClelan,	Vidal,
McInnes, (B. C.),	Wark.—42.
McKay,	

NON-CONTENTS:

Hon. Mr. Flint.

HON. MR. SCOTT—I move that the Bill be referred to the Committee on Private Bills.

HON. MR. ALMON—I have not the slightest objection to the Bill being referred to this Committee but I wish to say that, though I do not agree with the hon. gentlemen from Belleville, and voted against him, I think his pluck and courage in standing there alone when this vote was taken contrasts very favorably with the want of generosity of those who put him in the position.

The motion was agreed to.

ROMAN CATHOLIC DIOCESE OF OTTAWA BILL.

SECOND READING.

HON. MR. SCOTT moved the 2nd reading of Bill (95) "An Act relating to the Roman Catholic Diocese of Ottawa." He said: this Bill has become necessary in order to remove some doubts as to former acts of incorporation. The measure deals with mere matters of detail affecting the corporation itself, and I need not further discuss it it.

The motion was declared carried on division, and the Bill was read the second time.

HON. SIR ALEX. CAMPBELL—I beg to move that the House do now adjourn.

HON. MR. FLINT—Before the House adjourns I wish to say that this is the second time I have stood up alone in Parliament from 1848 down to the present time, and it may not be the last. At all events I shall always feel it my duty, whether I stand alone or not, to express and abide by my sense of what is fair and just.

The motion was agreed to, and the Senate adjourned at 4.40 p.m

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THE SENATE.

Ottawa, Wednesday, 26th March, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

SCOTT ACT IN HALTON.

ENQUIRY.

HON. MR. DICKEY—I should like to ask the Government, as it is a matter which perhaps will not require any formal notice, whether there are any returns relating to the operation of the Scott Act in the County of Halton, Ontario, and whether or not those returns will be laid before the House before the discussion on the Bill which is set down for to-morrow?

HON. SIR ALEX. CAMPBELL—There are some returns which arrived some two or three days ago, from the County of Halton, showing the operation of the Scott Act in that locality. We have no objection to laying them before the House, and I will see that it is done.

SABBATH OBSERVANCE.

MOTION.

HON. MR. VIDAL moved

"That a Select Committee, consisting of the Honorable Messieurs Allan, Bellerose, Chapais, Ferrier, Flint, Girard, Grant, Haythorne, Howlan, McClelan, McMaster, Nelson, Skead, Wark and the mover, be appointed to examine and report upon the several Petitions presented to the Senate, praying for such amendments to the law as may secure to the people the undisturbed and peaceful enjoyment of the Lord's Day.

He said: I am induced to make this motion because I think that the number and character of the petitions which have been presented to this House deserve attention. I think it would be exceedingly unbecoming of the Senate to ignore those petitions; it would be, in my judgment, a serious dereliction of duty, if this House should allow so large a number of such well signed petitions to remain on our table unnoticed. I think the best way of calling attention to them is that which I have suggested; that a committee be appointed to look into these petitions, with the view of reporting to the House on them. They are somewhat indefinite, perhaps, in what they ask, but that is a matter which the Committee will have an opportunity of inquiring into. There may be a doubt—and I believe the question has arisen—as to the jurisdiction of this Parliament in the matter; it may be a question of police, and therefore under the control of the Provincial Legislatures. That is, also, a matter which the Committee will, in all probability, investigate and report upon. At all events, we can only discharge our duty as a Senate by paying attention to these 260 petitions, coming from all parts of the country, and signed by people occupying the highest positions in the land. If it should be found by the Committee that the matter is beyond our jurisdiction, then we shall have discharged our duty, treated these petitioners with courtesy, and will only have failed to act upon the petitions because we consider the subject to be beyond our power. If, on the contrary, it should be considered a matter coming within the jurisdiction of this Parliament, we may ask the attention of the Government to some proposition for meeting the views of the petitioners. This is not the time nor the occasion, on which the question of the mode of observing that holy day should be brought up, and I do not think we need to speak of it at all. I could easily urge the importance and

value of observing that day, as I think it ought to be observed, but it is a matter which does not come up in connection with this motion. I should rather leave it until the Committee can report to the House. I would therefore move for the appointment of the Committee, without further observation.

HON. MR. ALMON—I have noticed that, in another place, people have been accused of want of patriotism, because they represent that there is a large emigration from this country, and that the population is decreasing. I do not think that is exactly just, nor am I going to say that it shews a want of patriotism to represent to the world that we do not observe the Lord's day in Canada. I do not know if the Sabbath day is observed in Ontario, because I have not been much through this Province, but, speaking for my native Province, I know that it is universally observed there. As I said on a former occasion, I have never, as man or boy, heard of a Sabbath excursion in Halifax. You may walk through the streets of that city, and you can observe nothing but quiet, and, as I said before, everybody is allowed to worship God in the way he thinks best. I would almost wish, for the sake of the Province in which I was born and brought up, that it should be excluded from any legislation of this kind. For other parts of Canada I say nothing, but for Nova Scotia I say that there is legislation enough there for the preservation of the Sabbath, if it is broken, but it is a law which it has not been found necessary to enforce.

HON. MR. HAYTHORNE—I think the hon. gentleman who has just spoken has misunderstood the object of my hon. friend's motion. It is not so much to legislate hastily on the subject, as to take into consideration the petitions that have been presented to Parliament. Now, I have observed that several petitions have been presented in this House from Nova Scotia, and my hon. friend has himself frequently presented petitions from his Province. I should be very sorry to admit—in fact, I rather assert to the contrary—that the Province from which I come, is behind any other in this matter; indeed, it is notorious for its rigid observance of the Sabbath. For all that, it has transmitted a number of petitions to this House on the subject, and I think it would only be treating the petitioners with respect to take their prayer into consideration.

HON. MR. POWER—I should like to ask the hon. gentleman who moves for this committee, if he would be kind enough to explain to this House what has been the occasion for these petitions? I, for one, am completely in the dark, and something must have happened recently which has led these good people to petition for legislation to secure the proper observance of the Lord's Day. I think, before asking for the appointment of a committee, my hon. friend should state what the petitioners are troubled about.

HON. MR. VIDAL—In reply to my hon. friend, I might say that I think that is the business of the committee. They would examine the petitions, and very probably see why they are presented. However, I may furnish information to the hon. gentleman that it is well known in Ontario, at all events, that there has been a decision in one of our courts, that persons going out on an excursion on Sunday, absolutely for pleasure,—and noisy pleasure at that—are by law regarded as travellers; and the only amendment asked for by these petitioners, is that those persons shall not be allowed to be so classed. It is well known that when they go out from and return to any place with bands of music, they create a great deal of noise; and it very often causes annoyance to those who desire to enjoy the precious privilege of having that day in peace.

HON. MR. ALMON—May I ask the hon. gentleman whether those petitions were got up spontaneously in the different Provinces, or whether the headings were printed in Ontario, and sent to other Provinces for signature.

HON. MR. VIDAL—If the hon. gentleman will tell me how those petitions which he has himself presented were got up, perhaps I can answer.

HON. MR. ALMON—The last petition I presented here was from a place called Ship Harbor, a very decent place.

The people live about 100 miles from any railway, and there can be no excursion on the Sabbath Day there. When they want to travel, they either go by boat or they travel by road along the shore. I do not think it would be possible for them to desecrate the Sabbath, if they were to try.

The motion was agreed to.

DOMINION EXHIBITION.

ENQUIRY.

HON. MR. HAYTHORNE enquired:

Whether a decision has been arrived at by the Government on the application of certain persons in the Province of Prince Edward Island, supported by the Memorial of certain Senators and Members of the House of Commons, asking that the Dominion Exhibition of Agriculture and Industrial Arts be held in that Province in the Autumn of the present year?

HON. SIR ALEX. CAMPBELL—In reply to the question put by the hon. gentleman, I regret to have to announce that the Government have decided that it would be inconvenient and would rather militate against the success of the Exhibition, if we tried to hold it in Prince Edward Island.

BILLS INTRODUCED.

Bill (D) "An Act to amend the Dominion Lands Act 1883." (Mr. Macpherson.)

Bill (21), "An Act to amend the Steamboat Inspection Act of 1882, by reducing the fees payable on the renewal of engineers licenses." (Sir Alex. Campbell.)

Bill (69), "An Act to incorporate the Quebec Railway Bridge Company. (Mr. Bellerose.)

Bill (88), "An Act respecting the Real Estate Loan Company of Canada, limited." (Mr. Allan.)

Bill (29), "An Act to incorporate the Bank of Winnipeg." (Mr. Girard.)

Bill (54), "An Act relating to the New Brunswick Railway Company, and the Railways leased by said Company." (Mr. Wark.)

Bill (32), "An Act to confirm the lease of the Ontario and Quebec Railway to the Canadian Pacific Railway Company, and for other purposes." (Mr. Allan.)

Bill (72), "An Act to incorporate the Guelph Junction Railway Company." (Mr. McClelan.)

ST. CLAIR RIVER TUNNEL COMPANY'S BILL.

THIRD READING.

HON. MR. VIDAL moved the third reading of Bill (62), "An Act to incorporate the St. Clair Frontier Tunnel Company."

HON. MR. POWER—I asked my hon. friend (if he will allow me to call him so) to allow the third reading of this Bill to stand over until to-day, not that I had any serious objection to it, but because I knew it was a Bill concerning an important work, and I was anxious to have an opportunity of examining it. I had not the good fortune to be present at the Railway Committee when the Bill was under consideration there, so I had not a chance to consider it. There is just one feature in the Bill which I think deserves a little attention, and with respect to which, it seems to me, the measure might be amended. This measure proposes to incorporate a company for the purpose of constructing a tunnel under the St. Clair River, between Canada and the United States. The Bill further gives the corporation created by it the right to amalgamate with an American company. Now, it will be seen that under that arrangement, the tunnel may pass completely under the control of an American Company, and the Bill contains no provision that the majority of the Directors, or even that one of the Directors of the Company, shall be a British subject. And, it seems to me, that looking at the importance of this tunnel or the importance which it may assume at some future time, the Bill would be improved if it contained a provision that at least three out of the seven Directors should be British subjects. I do not propose to move in that direction myself, but I suggest the amendment for the consideration of the hon. gentleman in charge of the Bill, and the Minister of Justice. It does strike me that it is not altogether a becoming thing that a work

of this kind should be completely (as it may be under this Bill) in the hands of foreigners.

HON. MR. VIDAL—In reference to the extraordinary demand which my hon. friend makes about the majority of the directors being British subjects—

HON. MR. POWER—It is not extraordinary; it has been in other Bills.

HON. MR. VIDAL—It would be nullifying the Bill altogether, because, so soon as the Bill passed in this Parliament with such a proviso, just so soon would the Bill before the Michigan legislature be made to require that the majority of the directors should be American subjects.

HON. MR. POWER—I did not say that necessarily a majority of the directors should be British subjects; I said there should be, at least, one Canadian director.

HON. MR. VIDAL—Such a thing must of necessity be the case. The tunnel no doubt would be held by the existing Railway corporations of the country. I cannot see the necessity of the amendment, and, seeing that we have granted charters for bridge and tunnel companies on other occasions without such a provision, I do not think there is any necessity for it in this Bill.

The motion was agreed to, and the Bill was read the third time and passed.

FRAUD IN PATENT RIGHTS BILL.

THIRD READING.

HON. MR. SKEAD moved the third reading of Bill (26), "An Act for the better prevention of Fraud in connection with the sale of Patent Rights."

The motion was agreed to, and the Bill was read the third time and passed.

ERIE AND HURON RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. VIDAL moved the second reading of Bill (85) "An Act respecting the Erie and Huron Railway.".

He said: This is a very small Bill, containing only two clauses. The legislation of last year having declared that all railways crossing the line of the Grand Trunk and Great Western Railways should be Dominion lines, and this line being in that position, it is sought expedient that it should be declared a work for the benefit of Canada. This is mentioned in the first clause. The next clause is merely asking an extension of the time for the completion of the road. The work is going on, and, I think, it will no doubt be completed in the time asked for here.

The motion was agreed to, and the Bill was read the second time.

GREAT NORTHERN RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. BELLEROSE moved the second reading of Bill (90) "An Act respecting the Great Northern Railway Company." He said: the Province of Quebec has given corporate powers to this Company to build a railway passing through the counties of Argenteuil, Two Mountains, Terrebonne, etc. and the preamble of the Bill sets forth the intention of the petitioners. Since it has been declared to be a work for the general benefit of Canada, the Company come here for legislation.

HON. MR. ALLAN—Before the Bill is read the second time I should like to call the attention of my hon. friend to the fact that the name of the railway "the Great Northern" would be likely to lead to some little confusion. There is already the Northern Railway of Canada, which is well known in the Dominion and in the stock market at home. It might be advisable to change the name of this Company to prevent confusion, and I simply mention it now, so that when the Bill goes before the railway Company those who are interested in the matter can deal with it.

HON. MR. BELLEROSE—When the Bill goes before the Railway Committee the parties petitioning may see their way to having the name changed.

The motion was agreed to and the Bill was read the second time.

ONTARIO & QUEBEC RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. ALLAN moved the second reading of Bill (46) "An Act respecting the Ontario & Quebec Railway Company." He said: This Bill has for its object the confirming of a certain agreement and lease made betweeen certain railway companies. It will be thoroughly examined when it goes to the Railway Committee.

The motion was agreed to and the Bill was read the second time.

SOURIS AND ROCKY MOUNTAINS RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. ROBITAILLE moved the second reading of Bill (81), "An Act further to amend the Act incorporating the Souris and Rocky Mountains Railway Company, and to change the name of the Company to The North-West Central Railway Company." He said: The Company ask for an extension of time for the completing of the first 50 miles of road, and also for permission to change their name. There is a clause with reference to preference stock, and there is also a section to charge the undertaking with the expense of the work already done. More complete explanations will be given in the Railway Committee to which I propose to refer the Bill.

The motion was agreed to, and the Bill was read the second time.

The Senate adjourned at 4 p.m.

THE SENATE.

Ottawa, Thursday, March 27th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

THIRD READINGS.

HON. MR. HOWLAN, from the Committee on Standing Orders and Private Bills, reported the following Bills which were then read the third time and passed on a division:

Bill (84) "An Act to incorporate the Roman Catholic Episcopal Corporation of Pontiac." (Mr. Power.)

Bill (95) "An Act relating to the Roman Catholic Diocese of Ottawa." (Mr. Scott.)

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors reported the following Bills, which were then read the third time and passed:

Bill (21) "An Act respecting the Grand Trunk Railway of Canada." (Mr. Ryan.)

Bill (44) "An Act to authorize the transfer of the Welland Railway to the Grand Trunk Railway Company of Canada, and for other purposes." (Mr. Plumb.)

ST. LAWRENCE & OTTAWA RAILWAY COMPANY'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (56) "An Act to empower the bondholders of the St. Lawrence & Ottawa Railway Company to vote at meetings of the Company, and for other purposes," with amendments.

He said: The first amendment is merely a verbal one, adopted at the instance of the promoters of the Bill, and accepted by the Committee. The second is an amendment to the fourth section, which, as it came to us, provided that for the purposes of this Act each pound sterling should be $5. It must have been a mistake in the drafting of the Bill, because the intention was that that provision should be made merely for the purpose of voting, and not in any way to affect the rights of the parties, the shareholders, bondholders or others, and therefore we qualify it by putting in "for the purpose only of voting," it should be equivalent to $5. The other amendment is of some importance, because it concerns our legislation. As the Bill came to us it had a long preamble containing a recital of facts of which we knew very little indeed. If we had passed that Bill as it stood, the preamble might be construed as a sort of

legislative recognition of those facts and might be embarrassing to this Parliament afterwards, as well as to the parties affected. The matter having been brought up was referred to myself and I took some pains to re-cast the preamble entirely. The first part of the preamble cited certain legislation, which legislation is on the statute book, and we have amended that by stating that "whereas it has been provided by certain Acts &c." and "whereas it has been represented by petition" that such and such facts are the case—so as to guard the House from any implied recognition of those as facts. The Bill as it stands at present is all right in that particular, especially as a subsequent clause provides that before any step can be taken under this measure, an application must be made to the Superior Court of Ontario at the instance of at least one-third of the bondholders affected, and the Court shall have power to inquire into the correctness of the alleged facts and make such order as they may think necessary under the circumstances. The amendments being absolutely necessary, and, at the same time, as it affects the rights of no one,—because those facts are to be inquired into by the Court, and when so inquired into they have power to make an order,—there is no necessity for any further consideration of the amendments, unless the House consider it desirable at a future sitting.

HON. MR. READ moved that the amendments be concurred in.

The motion was agreed to, and the Bill was read the third time and passed.

BILLS INTRODUCED.

Bill (E), "An Act respecting the Reformatory for Roman Catholic Boys in the County of Halifax in the Province of Nova Scotia." (Mr. Power.)

THE EASTERN BOUNDARY OF BRITISH COLUMBIA.

ENQUIRY.

HON. MR. NELSON inquired :

That in view of having a Mining population in the Rocky Mountains during the coming year, whether it is the intention of the Government to take immediate steps to have the boundary between the North-West Territory, and the Province of British Columbia defined, and whether in view of any protracted settlement of the question it is the intention to make some arrangement with the Government of the Province of British Columbia, to facilitate and secure the acquirement of Mining rights in any disputed Territory under a Common Law.

He said : The question of defining the boundary between the North-West Territories and British Columbia, I think, is a most important one, and I ask the privilege of passing a few remarks upon it. I think that probably this is a question to which the Government may, at present, be giving their attention ; in fact, I feel satisfied that it is, because under the circumstances it must be a question which is pressing upon them. It has been reported, within the last year I think, that discoveries have been made of gold and silver in the Rocky Mountains. We know that in British Columbia rich discoveries of the precious metals have been made in the second range of mountains, and that these mines have been brought prominently before the notice of the public. As that district is exceedingly rich in minerals it is expected that the opening up of that country by the railway will lead to an influx of large numbers of people for the purpose of prospecting, and that rich discoveries will yet be made there. Taking these matters into account, I think the question of defining the boundary presses upon the notice of the Governments of both territories. I think it should be defined just as soon as it can possibly be done ; but there is a still more important subject which presents itself to the notice of both Governments at present ; that is, although the boundary may be settled it will take a great length of time before it can be properly marked, and there will be great difficulty experienced by miners in acquiring mining rights. They will be in doubt whether these rights should be acquired from the Government of British Columbia or the Government of the Dominion, acting for the North-West Territories. The only way I see that that question can be solved is by the two Governments coming to some arrangement by which Commissioners will be appointed, acting under the authority of both Governments, and thus mining rights might be acquired in what may be called the debateable territory. The country, which we must suppose will

be a mining territory, I think has been very much undervalued, and particularly by some gentlemen who spoke on the question of the Pacific Railway during this session. They tried to make a point out of the fact that the extension of the railway to the Rocky Mountains, and the opening up of the country to a mining population, could be of no possible benefit to the great North-West country. Now, I entirely disagree with those gentlemen on that subject. No population could be introduced into that country which could do so much good to the North-West as a large mining population in the Rocky Mountains. No description of residents in the country are such immense consumers as a mining population. They absolutely, in a country like that particulary, produce nothing for themselves. All their wants have to be supplied from without. They produce simply the precious metals, and, if I mistake not, the precious metals are absolutely required for the development of the North-West. What is wanted there is a market, and particularly a home market. A large mining population in the Rocky Mountains, I think, would be calculated to furnish that home market and to attract numbers of people, not only to the mining regions themselves, but eventually into the great North-West Territories, from which the mining community would derive its supplies. We all recollect what the discovery of gold did for California; what an influx of perhaps a 100,000 miners into that country produced, and also the result of the influx of a mining population into Australia. The whole world was stirred by the rush of a few thousands of a mining population into California and Australia. The whole commercial world was aroused by it, and a state of prosperity was brought about by that movement such as the world had never seen before. In fact, that state of prosperity has continued from that day to this, and I believe it was mainly brought about by these discoveries of gold. A population of twenty or thirty thousand miners in that country would have the effect of attracting into its immediate neighborhood at least three times the population—people engaged in different pursuits—traders, carpenters and all descriptions of tradesmen. Large mining towns and villages would spring up in a country like that, which would derive their supplies from the fertile lands to the east of the mountains. I need not dilate much on this subject; anyone who has given it thought will see how important it is that nothing should be placed in the way of those people going in and securing those mining rights.

HON. MR. MACPHERSON—I share in the hope, expressed by the hon. gentleman who has just put the enquiry, that the discovery of the precious metals and coal in the Rocky Mountains may attract a large mining population, for its value to that country can scarcely be overestimated. The mining regulations which were recently issued had in view the granting of mining privileges there on exceptionally favorable conditions; they were more liberal than those enforced in the United States. I have reason to believe that the attractions of the country itself combined with the liberal character of the regulations, will induce a large influx of miners early in the approaching spring. With respect to the enquiry of the hon. gentleman, I have to say that the Prime Minister of British Columbia is at present in Ottawa discussing with the Government the boundary question, and other matters effecting that Province, and that the subject is now receiving consideration.

SOUTH-WESTERN BRANCH OF THE CANADIAN PACIFIC RAILWAY.

ENQUIRY.

HON. MR. REESOR inquired:

Whether the Canadian Pacific Railway Company intend to proceed with the construction of the South-Western branch of their line of railway, and when?

He said: in calling the attention of the House to the enquiry on the paper, I will not long detain you. The South-Western branch of the Canadian Pacific Railway has been located now for about two years, and during that period no progress has been made across the Pembina river, or over the Pembina Mountains. Through that region runs a wide belt of land reserved for railway purposes, and settlers have gone in there, many having taken considerable capital with them. As might be expected, large

crops have been gathered on the fertile lands of that region, but the effect of that line having remained so long untouched has made people uncertain as to whether anything will be done with it. I most sincerely hope that the Government are in a position to-day to give a favorable answer to this question, particularly as the settlers in that country are in an anomalous position, as in fact settlers are throughout Manitoba, in regard to the right to build railways. In this particular locality they feel it more, inasmuch as if the Canadian Pacific Railway Company do not proceed with this South-Western branch, and the people themselves are not allowed to build an outlet to connect with any American railway, though they are near the American boundary they are in the anomalous position of having, literally, their hands tied. They have invested their all in order to develop that country, and I trust the relief sought will be afforded them.

HON. MR. MACPHERSON—I stated to the House the other day when the hon. gentleman made a similar enquiry without notice, that I was not able to give him the information. I am not in a position to do so now. The Government have nothing to do with that railroad. They are exceedingly anxious to see railways extended everywhere in the North-West, and have made sales of land on exceptionally liberal terms to railway companies, but they have not undertaken the building of this or any other line excepting the Canadian Pacific Railway, so I am not able to answer the hon. gentleman's question. The Manitoba South-Western Railway is one for which land was obtained on favorable terms, and I was in great hopes that the extension of that line would have been proceeded with this year. I do not despair of it yet, but I do not feel as sanguine on the subject as I did a month or two ago, because then there was every prospect of the construction of that line being accomplished. The President of the Canadian Pacific Railway told me that they had about closed a sale of their lands, which would have enabled them to go on with that line. Since then, however, owing to rumors of political agitation in the North-West, and owing to general misrepresentation of the country, that arrangement fell through, just on the eve of its accomplishment. The hon. gentleman may be able to do something to prevent the continued circulation of those misrepresentations, and if he can do so I can assure him nothing will contribute so much towards the completion of the railway to which he refers.

TORONTO, GREY AND BRUCE RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. TURNER moved the second reading of Bill (9) "An Act to amend the several Acts relating to the Toronto, Grey and Bruce Railway Company." He said: This is a re-arrangement of the bonded debt of the Company. There are two classes of bonds,—secured preference bonds, and terminal bonds; and the Bill asks for alternative powers as to the bonded issue. First, that the preference terminable bonds should be made a first lien, authority being asked to issue terminable bonds to redeem the present issue and pay off other liabilities; and second, authority is asked to issue bonds to redeem all the present bonded debt of the Company. The various interests are protected in the Bill by declaring that a two-thirds vote shall be taken separately of each respective interest. The work is declared to be one for the general advantage of Canada.

The motion was agreed to and the Bill was read the second time.

TEMPERANCE ACT AMENDMENT BILL.

SECOND READING.

HON. MR. MACPHERSON rose to move the second reading of Bill (C) "An Act to amend the 'Canada Temperance Act, 1878.'"

HON. MR. DICKEY—Before the order of the day is proceeded with I should like to ask if the papers promised yesterday have been placed on the table—I refer to the returns from the County of Halton. I have received a small sheet—a partial return.

HON. SIR ALEX. CAMPBELL—They are only partially completed. I under-

stand they will be printed to-night, and laid on the table to-morrow, but probably not until the afternoon.

HON. MR. MACPHERSON—In order to afford ample time for the perusal of those returns, I shall postpone the next stage of the Bill until Monday. When the Temperance Act of 1878—familiarly known as the Scott Act—was passed, I believe it was not known that there was any county in which there were not licenses.

The provisions made for putting the second part of the Act into operation were devised for the purpose of affecting those counties where licenses existed. It has now been found that there are counties in the Maritime Provinces in which there have not been licenses for many years and where there are not licenses now; and it has therefore been desired that the Act shall be so amended that it can be put into operation in those counties. For that purpose it is proposed to amend the 96th clause by adding to it words which will enable the Act to be put into operation where licenses do not exist. Hon. gentlemen have read the provisions of the Act so that I need not state them; they will be discussed in detail when the Bill is referred to Committee of the Whole. It is further provided that nothing will affect existing legal rights and remedies in respect of prosecutions heretofore brought under the second part of the Act of 1878, nor shall the proposed Act be construed so as to authorize the bringing hereafter of any prosecution for any offence committed under the second part of such Canada Temperance Act, 1878, prior to the passing of this Act; or to affect any suit, action, prosecution or proceeding now pending. The amendments are so plain that I think I need not go further into them at the present time.

HON. MR. DICKEY—I do not propose to enter into a general discussion on the merits of the Bill of which this is an amendment; I will content myself with noticing that, in the short space of six years, this is the fourth attempt to amend that Act. The first was made in 1879, and was for the purpose of explaining the application of the Dunkin Act in Ontario, and, it also stated, municipal regulations in Ontario. The second attempt was in 1880, and on that occasion the Bill was introduced by my hon. friend from Sarnia (Mr. Vidal), and the result was that certain amendments were added to the Bill, in another place, so that the measure was dropped. In 1881 another attempt was made, and on that occasion the services of Mr. Aikens (whose absence we all regret) were enlisted. That Bill was not brought forward as a Government measure; in fact it was distinctly announced that it was not so, and I have heard no announcement to the effect that this Bill is a Government measure, although in this instance, as on the former occasion in 1881, the Bill has been introduced by a member of the Government. My hon. friend has kindly said that he will have consideration by the Committee postponed until Monday, and on that occasion it will be open to this House, as it was on former occasions under similiar circumstances, to offer any amendment which it may be thought desirable to propose to this Bill. But what is this Canada Temperance Act, as it stands? I feel strongly tempted to ask the House to consider for a moment the operation of this Act during the long period of six years while it has been on trial. I do not, however, intend to yield to that temptation, because I think we have pretty near home—in the very Province where we are now sitting—some little experience of the practical operation of that Act. As the House will recollect, one of its provisions was to the effect that a druggist, or person of that character, should be appointed to sell liquors in the various districts where the measure was in operation; and I have under my hand what, I am sorry to say, is but a very imperfect return of its operations in the County of Halton. It may, however, be interesting to some hon. gentlemen to know exactly what has been the operation of the Act in that particular county. The return is from one of the persons authorized to sell liquor, and only applies to the period between the time when this Act came into operation (1st of May last) and the end of the year—a period of eight months; while in another case the return of a similar official only covers a period of five weeks. With regard to the first return, I am bound to tell the House that there are five of these persons who are authorized to sell liquor in

this particular county, and the return I hold in my hands is only a partial return of one, while this other return is a complete statement by another of these persons. Therefore there still remain three returns which are not yet accessible to me, because they have not been laid on the table of the House. So I must deal with them as I find them, and with regard to this first return, of Mr. McGarvin, it represents the operation of the Canada Temperance Act in the town of Acton, and shows—

HON. MR. ALMON—Will the hon. gentleman kindly say what is the population of Acton?

HON. MR. DICKEY—It is in the county of Halton, and I think the population is about 800 or 1000. I was about to state that in the eight months covered by this return I find there were no less than 214 sales of liquor in that district of Acton. The next return is that of Mr. Pierce, and covers, as I said before, only five weeks, yet it shows that this gentleman sold no less than 768 parcels of liquor. I have scarcely had time to analyze the returns, but I am sorry to find that there are only a few cases where the sales have been of bottles of ale, and only in some three or four instances do they appear to have been of port wine; in all these cases I find that the liquor sold was to be used for medicinal purposes. Now, I was struck by the fact that all these liquors were got in quantities of extending from a gallon to a pint. I was surprised that the quantity was so large, and that the persons were not satisfied with a moderate quantity, but when we look at this Canada Temperance Act we find the reason for it. By the fourth paragraph of the ninety-ninth section of the Act it is provided, and particularly required, that these sales for medicinal purposes shall be in quantities of not less than one pint. With regard to the persons who have purchased, I find that they are not confined entirely to the one sex, as the ladies have their fair share, as it appears that 122 sales were made to them by this one agent during that period of five weeks. I was verry sorry to see the small number of sales of milder liquors, such as claret, for instance; I think there was only one bottle of claret in the whole return, and there were also very few sales of ales or other similar beverages. When, however, I come to think that this liquor was only sold for medicinal purposes, it is perhaps far better that the people should get their medicine in a concentrated form; that, at any rate, seems to be their opinion, because they buy the strongest liquors, such as brandy, whiskey &c., and they certainly appear not to have been taken in homeopathic doses. I am sorry that full returns cannot be had at present, but I thought it my duty to call the attention of the House to the facts which actually are presented in the return to which I refer, but when it is remembered that we have not yet heard from three of the persons who are authorized to sell in the county of Halton, the House will be able to judge whether or not it is likely that any less quantities of these liquors were sold in that country than would have been sold, under ordinary circumstances, had licenses been granted. My hon. friend who introduced this Bill did not read the section which it is particularly proposed to legislate upon here. The ninety-ninth section of the Canada Temperance Act of 1878, is as follows:—

When any petition embodied as aforesaid in any notice and in any proclamation under this, the first part of this Act has been adopted by the electors of the county or city named therein, and to which the same relates, the Governor General in Council may, at any time after the expiration of sixty days from the day on which the same was adopted, by Order-in-Council published in the Canada Gazette, declare that the second part of this Act shall be enforced and take effect in such county or city upon, from and after the day on which the annual or semi-annual licenses for the sale of spirituous liquors then in force in such county or city will expire; provided such day be not less then ninety days from the day of the date of such Order-in-Council. * * It further provides that if the day be less than ninety days, then they shall expire on the like day in the then following year. Now I take it that the object of this legislation was that an opportunity should be given to parties to dispose of their stock, and to take measures to get rid of these intoxicating liquors; and therefore the period of ninety days was

selected as the shortest period before which the Act should not be brought into operation. I find that the hon. gentleman who introduced this Bill has thought proper for some reason or other to restrict the period to thirty days.

HON. MR. MACPHERSON—There are no stocks to be disposed of now.

HON. MR. DICKEY—It is my duty to put the matter to my hon. friend as a member of the Government and one who is responsible for our legislation. The Dominion License Act of last year gave power to the Dominion to issue licenses to take effect on the 1st of May, and I take it for granted that this provision in this Act is intended for the very purpose of preventing the effects of those licenses and destroying their operation, because—I do not know when any of these Orders-in-Council were passed—the effect would be that they would interfere, and that these licenses would be prevented, provided the House could be induced to take this short period of thirty instead of the period of ninety days which the Act itself gave on a former occasion. Now, with regard to the Bill itself, and to the amending clauses, I object to them as unnecessary and for three reasons. In the first place, because it is admitted to be doubtful whether the Act itself does not sufficiently meet the case.

HON. MR. MACPHERSON—I wish to say that a judicial decision has been given, declaring that it did not apply—in Nova Scotia, I think.

HON. MR. DICKEY—That may be, and it only shows the necessity for dealing with very great care with this Act. I was about asking the hon. gentleman from Sarnia whether he had any doubt under the provisions of this Act? I have, perhaps, an opinion about it, but I will not express it; but I may say this, that I have no doubt what the policy and object of the Legislature was at that time. It was to give a lengthened period to parties within which they might have an opportunity of dealing with their stocks at the time. The next objection I have is that it is unnecessary, because the local license laws amply provide the remedy for any agreements under this section. If no licenses are granted, the parties are liable to punishment and to penalty; they are liable to be convicted and sent to jail under the operation of those laws. I can only speak familiarly of the laws in my Province (Nova Scotia) which I am prepared to say are as stringent as any of the provisions of this Canada Temperance Act, and there can be no failure of justice there, unless, indeed, there is a desire to encroach upon the powers of the local legislatures, and to do away with those Acts practically altogether, and introduce this amendment, and say, "You shall have no power at all where the Scott Act is in force." My third point is this: it is unnecessary, because the Dominion Act of last year expressly provides that that Act shall be in force and shall subject parties to penalties for selling in counties where the Scott Act is in force. Therefore this Act is wholly unnecessary, and it is a species of legislation which I need not at present characterize in any other terms than being entirely unnecessary and uncalled for. And, I ask why it has been brought here? I refer to section 145 of the Dominion Act, 1883, which expressly provides for this particular case, and where, even in counties where the Scott Act is in force, they have power to impose penalties and punish people for selling under those circumstances. Now, we have a right to assume that the Legislature at the time of passing the Scott Act and the Canada Temperance Act, knew perfectly well what they were about, yet we are now trying to cobble up this legislation. Well, I am afraid the experiment will not succeed very well, and at all events I would rather that the Act should be made a matter of controversy. I would rather that ministers would be impressed with the conviction that lies in my own mind, that this is not only entirely unnecessary legislation, but that it is also mischievous. I say so, because it brings the legislation of the Parliament into antagonism with the legislation of the several Provinces. That is a very serious objection, and I need only refer to what is passing before our eyes, and what we read daily in the newspapers, to prove that at the present moment there is a strong feeling (I will not say whether it is justified or not) that the powers of

the Provincial Legislatures are being encroached upon,—and here is a pregnant proof of it. We are passing an unnecessary piece of legislation when we have already remedies in two forms. We have the remedies of the Dominion Parliament, and we have the remedies of the local legislatures. But I need only to refer to a decision rendered a few months ago, shewing that those local Acts are *intra vires.* I ask is it wise, under those circumstances, to provoke a conflict of laws like that, to stir up and perpetuate feeling which we ought rather to try to allay? My impression is that we are taking a most unwise course in this instance, and I do hope that the Government will endeavor to take this matter into serious consideration, and will prevent, if possible, this state of things from being continued, as by the passing of this Act we shall only add confusion to things worse confounded. I think, therefore, that when the Bill goes to committee we will be better prepared and have an intelligent appreciation of what the Act is, and I shall listen with some interest to the answer to the point I have made. I have pointed out that there has been nothing to shew that the local legislatures have not the power to impose penalties and collect them, but rather the decision has been entirely the other way. There has been no decision that the Dominion Act of last year was *ultra vires.* Surely my hon. friend who brought forward this Act will not undertake to say that that Act is inoperative, and, if that be the case, why is this Act brought here, and why are we confronted with an attempt like this to say, practically, to the Provincial legislature "you shall have no power in this matter, we will step in and we will (after legislating in 1883, as far as we could, in the direction of taking power away from you) give another turn to the screw. We shall prevent you from taking any action under the Canada Temperance Act of 1878." I need only refer to the clause in the Dominion Act which states distinctly that the laws in the different provinces shall only remain in force until the 1st of May, 1884. That is all, and now we are asked to pass a Bill which will be substituted for that law and for the laws of the local legislatures, and which will bring this matter entirely under the control of the Dominion. Now, I have always been an advocate for provincial rights, and I intend to be while I remain here, but I must say that the contention is under some difficulties. We have gone as far as we ought—whether we have gone too far or not I will not undertake to say—but we have, at all events, this singular spectacle before the public: that we have in Ontario the Crook's Act, which is asserted to be constitutional; we have running side by side with it the Dominion Act, which will be very shortly *sub judice*, and which will be decided to be either constitutional or otherwise, and we have got the Scott Act. Yet we are not satisfied, and we are going to put on another turn of the screw on that Act, and we are going to give power under this Act practically to prevent the local legislatures from acting in these cases, or, if it has not that effect, then the promoters of this Act must accept the other horn of the dilemma, and admit that the local legislatures are sufficient for the protection of the interests of the public and of temperance.

HON. MR. SCOTT—I think it is very much to be regretted that the hon. gentleman who has just taken his seat did not abstain, as he lead us to believe he would, from discussing this Bill to-day. I think it would have been better if he had waited until the returns to which he made reference were in the hands of members. I myself was unable to see what those returns were, and at the present moment I do not know what they consist of, or what faith or confidence should be placed in them. The hon. gentleman seems to have obtained not only a view, but to be in the actual possession of some of those reports, and he has from the crippled and mutilated evidence that appears to have fallen into his hands, attempted to prejudice the working of this Act in the County of Halton. The hon. gentleman, when he addresses the House, usually speaks from a standpoint which we all admire, but I cannot on the present occasion compliment him either on the soundness of his logic or on the common sense or judgment of the observations which he has addressed to the Senate. In reference to the working of the Act in Halton, to which the hon. gentleman has thought proper to draw our attention

(although it really is entirely beyond us at the present moment to consider it) I think I have before me an authority quite as good as that from which he read. At a meeting of the friends of the temperance cause in Toronto a few days ago, the question was there discussed, and the following reso lution was adopted: "Whereas a controversy has been going on in the public press of the Province as to the benefit of the Canada Temperance Act in the County of Halton, we hereby give it as our unqualified judgment, derived from personal observation, that it has largely decreased the sale of strong drink, as evident by the sobriety of the people at all the public gatherings in the County. We are also further convinced that drunkenness has vastly decreased, owing principally to the almost entire suppression of the treating system, all statements to the contrary notwithstanding." That was signed by fourteen clergymen of the County of Halton —pretty good evidence I think of the satisfactory working of the Act in the very short time it has been in force. While I am on that subject perhaps I may make this observation: that the hon. gentleman has given us figures alleged to have been furnished by a druggist who was authorized to sell under certain conditions. It will be within the recollection of hon. gentlemen, I think, that I was not favorable to giving any such latitude to druggists or any other persons, within any county in which that Act might be in force. I have my own very decided opinion as to whether alcohol under any conditions, is useful to the human body, and very often it is inimical when the subject is suffering in any way from certain maladies; but, in deference to a very large and educated opinion amongst those of the medical profession, I gave way, and it was decided that on the certificates of gentlemen who are, at all events assumed to be honorable in their conduct, liquor might be sold for medicinal purposes. It was assumed that those certificates would not be given simply for the purpose of encouraging drinking, but the gentlemen of that profession must be held responsible, if the statements just made by the hon. gentleman from Amherst (Mr. Dickey) are at all well founded, for they must be held as sanctioning what the hon. gentleman would lead us to believe is a promiscuous distribution of liquor through the drug shop in the County of Halton. I say that is due entirely to the prejudice of the medical profession against the working of this Act, or else to the prejudice in their minds that liquor in some condition or other is useful or valuable to the human system. I do not propose to go into that subject, which is a very interesting one, but I think I could quote quite as high authority—not only within my present audience, but out of the Dominion of Canada—quite as high as exists in this country, at all events, to show that under no possible conditions can alcohol, given in any form or shape, be of benefit to a subject who is suffering from any malady whatever. The hon. gentleman may think it a little vain of me to say so, but I have arrived at a time of life when I think I am quite justified in making the observation: I have been a very close observer of the effect of liquor for over a quarter of a century, and I do not hesitate to say that my own actual experience, backed up as it has been within the last ten years by high medical authority in England and elsewhere, is that alcohol is injurious to the human body under any and all conditions. Therefore, had the House passed that Act in the shape I wished, and had I not deferred to the opinion of gentlemen who held views different from my own, that clause giving the right to druggists to sell liquor on the presentation of a certificate from a medical man would never have been there. When my hon. friend tells you that so many persons got liquor at a particular drug shop, he simply states that so many medical men, forgetting their reputation as gentlemen, and as members of the profession, have wantonly, and for the purpose of gratifying old topers and drunkards, given them certificates in order that they might get liquor at the drug shop. We knew that was a possible difficulty, but we counted upon some sense of propriety and honor in the profession to meet it.

HON. MR. ALMON—You do not allow a medical man to give less than a pint.

HON. MR. SCOTT—Because we supposed if it were any less quantity, people would go to the counter of the drug shop

to drink, as they would elsewhere. In the first place it requires to be stated that it is for medical purposes, and then not less than a pint shall be removed from the premises, and that shall only be done on a certificate of a medical man having no interest in the sale by the druggist or vendor, affirming that such liquor has been prescribed for the person named therein. Now, the medical profession of the County of Halton have taken the responsibility for the gross abuse—if the figures of the hon. gentleman from Amherst be correct —which has obtained in that County under the Act. It is not the Act I would have passed, but hon. gentlemen know very well that I ventured as far as I could. I am aware that an Act of that kind strikes at a great many prejudices inseparable from the education of a very considerable number of the people of the country, and it is natural that it should evoke opposition, and that an attempt would be made to circumvent it; that even the judicial power should endeavor in every possible way to evade it. If the Canada Temperance Act were interpreted in that fair liberal and generous spirit that any ordinary Act of Parliament would be by the judiciary, it would not be necessary for the hon. gentleman who introduced this Bill to-day, to ask us to make any amendment to the Act. The essence of this Act was the voice of the people, which was that it should be carried out in a legal and proper manner. The Governer-in-Council having so said that it was so carried in a legal and proper manner, should name a certain day, not less than the number of days named in the Statute to put the Act into operation. My hon. friend says "oh it ought not to apply here, it ought not to go into operation within thirty days in this particular County of Cumberland." But why, hon. gentlemen? because the people in the County of Cumberland had long since put their foot down, as far as the local license laws would permit them, as far as they could, and they said "we shall not have liquors sold at all in the County of Cumberland." Then the people in the County of Cumberland invoked this statute because they saw that its provisions would enable them to act more effectually under it than under their local laws, and what was the decision in that County? As I learned from a record made in another place, that election was held in the County of Cumberland on the 25th of October, 1883. The Returning-Officer reported the result of the election on the 15th of November, 1883. The papers were submitted to the Privy Council according to law on the 24th of January, 1884, and the Order-in-Council was passed on the 5th of February, and received in the Department on the 13th of February. Parties were informed on the 14th of February, and the Order-in-Council was published in the *Canada Gazette* on the 16th of February, 1884. Now what was the opinion of the people of Cumberland on this question? I find that when the Canada Temperance Act was submitted there, there were 1,560 votes cast for the Act, and against it 262, giving a majority in favor of the Act of 1,298.

HON. MR. DICKEY—Out of 4,000 electors.

HON. MR. SCOTT—At all events there were only 262 people in the County who decided to take an active stand against the operation of the Act. That is the true way of judging of public opinion, when we find that 1,560 electors came to the polls in support of the Act; it must have been evident that a very large proportion of the community were in favor of it, and if people did not come out in larger numbers it was because they knew it was unnecessary, and that the measure would be carried by an overwhelming majority. One in seven was the proportion that voted against the Act in that County. I say, and I say it advisedly, that any fair interpretation of this Act would have put it in force in the County of Cumberland, because Parliament meant that it should apply where it was adopted by the people, and where the proceedings were found to have been legal and proper, and where there was no existing opposing legislation by the local legislature. I say that when it was only to be witheld pending the currency of existing licences, the fair interpretation of any court of unbiased men would be that if there was no license running, then the intention of Parliament was that the Act should go into operation. There is not an hon. gentleman who listens to my voice who will not say that Parliament intended that the Act

should go into force in counties where the condition of things existed as we now learn they did exist in the counties I have referred to. The Act was only to be stayed because there was this Provincial impediment. If the Provincial impediment did not exist, the Act should go into operation. We want no illustration. Everything was done that we could do or provide to make the Act a perfect one, and speaking for myself, had I known that there was this condition of things I should have taken very good care at the time that an accident of this sort should not have arisen, although I look upon it that any judiciary carrying out the spirit of Parliament would declare that Act in force where the provincial barrier did not exist, in any county where it was adopted by the people. This Act was predicated on the assumption that licenses were issued everywhere. I did not then know that there were counties in the Lower Provinces that had made such progress as to refuse the issue of licenses; therefore nothing could be more in harmony with the declared sentiment of Parliament in 1878 than that this amendment proposed by my hon. friend opposite should be accepted. Anything less than that is to say that our legislation is a sham. We say to the temperance people, "We pretend to give you something, but we will now cut the ground from under you by refusing this amendment," because the hon. gentleman from Amherst believed when the Act was passed that it would be in force in the County of Cumberland to-day if the people chose to adopt it. I am quite sure that the hon. gentleman is too manly, and too straight forward to have given his sanction to the passing of an Act to do what the language of the Act would not enable the people to do. The hon. gentleman has drawn from me those observations, although I think it would have been much better if we had had these returns before the House in order that we might all see them. I thought it unfortunate that his observations should go entirely unanswered, in reference to the working of the Act. I do not agree with the returns such as they are, but I assume they are of the character that I have mentioned.

Hon. Mr. DICKEY—They are official returns to the Commissioner of Inland Revenue.

Hon. Mr. SCOTT—I do not know what instructions were given to the Commissioner of Inland Revenue respecting them. My hon. friend should not have sprung a debate, and endeavored to create a prejudice against the working of the Act in the County of Halton, Ontario, where I am advised on authority that I look upon as being very much better, that the Act has worked well; that it has done what we all hoped for; that the removal of the temptation to drink out of the way of those who had not the moral strength to resist it would have a beneficial effect on the community. The intention of the Act is not to prevent any man from drinking; it was simply for the purpose of doing away with those dens of iniquity where men are led into temptation, where their moral power is destroyed, and they are unable to resist the evil that is placed before them. The report of the Collector of the Inland Revenue Office, Toronto, is very short, and I will read it to the House:

Inland Revenue Office,
Toronto, 20th March, 1884.

Sir,—I have the honour to report that, on the 12th inst., I applied to Mr. Jas. A. Frazer, License Inspector for the County of Halton, for the names of those druggists, if any, who had been granted special Spirit Licenses under the provisions of the Canada Temperance Act.

He very kindly furnished me with the following names, viz.:—

J. E. McGarvin, Acton.
Thos. Morrow, Georgetown.
C. W. Pearce, Oakville.
Jos. H. McCollom, Milton
Archdale Wilson, Burlington.

I at once wrote to these gentlemen and requested them to furnish me the necessary returns called for by the Act in question.

In response, I have received, in all, four replies, which I enclose.

I have still to hear from Mr. J. H. McCollom, of Milton, and it will be necessary for me to further correspond with Mr. Archdale Wilson, but as soon as the necessary papers come to hand from these gentlemen, I will forward them to you at once.

I have marked the documents sent you to-day with the distinguishing letter as follows:

J. E. McGarvin, "A."
C. W. Pearce, "B."
G. E. Morrow, "C."
Archdale Wilson, "D."

And have also placed a sheet of blank paper between the separate and respective documents, so that the sheets of one may not be mixed with those to which they do not belong. I have done this, as the Returns are in

a very crude form, and two of them are unsigned.

In Mr. Morrow's case, I was not furnished with any list. He, instead, sent me the original orders from the several medical men.

My first idea was to return them to him, but on second thought I deemed it best to forward them to you instead.

I had them sorted into months, so far as I could, and prepared a list of them for your convenience.

You will notice that quite a number of the orders given are of an elastic and camprehensive character.

I am Sir, your obedient servant,

W. C. STRATTON,

E. MIALL, Esq., *Collector.*
Commissioner, Ottawa.

There is one doctor I fancy who has made rather a good thing out of these certificates. There is a Doctor Lowry, who seems to be respensible for about 275 out of 300 certificates issued in Acton. He must be a model man in the profession.

HON. MR. ALMON—And it is a model Act that allows him to do it.

HON. MR SCOTT—It was not with my consent he was allowed to do it.

HON. MR. ALMON—And that is the Bill that you are going to introduce in a county where there are no licenses at present.

HON. MR. SCOTT—We must all have our individual judgments on those matters. I am not so foolish as to fancy that my own views should be accepted on that subject by others. It takes considerable time for prejudice—particularly prejudice in some of the professions—to wear away, but I am happy to say that they are wearing away very rapidly. I am myself a living witness to greater change in that direction than in almost any other in modern science—if medicine can be called a science—and therefore I am willing to bear evidence to the improved condition of the medical faculty on that subject. Certainly Dr. Lowry does not seem to belong to the modern school. There is a Dr. Morrow, and a Dr. Winn, who appear occasionally in the return as having issued certificates ; with these exceptions, and a couple of others, Dr. Lowry seems to have issued all the rest, and I have no doubt he is acting in concert with the druggist to sell liquors improperly, because it cannot be possible that Dr. Lowry's patients required more certificates of this kind than the patients of other doctors. Dr. Lowry must have been in complicity with the druggist, in order that he might run a retail liquor store. That is the conclusion I would draw, and I would not hesitate to say so. I simply base it on this fact that I see from the paper in my hand, that there are several doctors in Acton, a Dr. McGarvin, Dr. Lawson, Dr. Webster, Dr. Freeman, Dr. Winn, and Dr. Lowry and Dr. Morrow. On a rough calculation there must have been about 300 certificates issued by these men, and out of that number, with the exception of perhaps ten, they are all issued by Dr Lowry. I ask hon. gentlemen to say whether they consider that to be a fair and proper expression of the sentiment of the town of Acton, where one medical man issues something like 95 per cent. of all the certificates for liquor drinking in that place ?

HON. MR. McKINDSEY—He is the only medical man in that village.

HON. MR. SCOTT—There is a Dr. Webster also, and then there is a Dr. Freeman ; does the hon. gentleman know him ?

HON. MR. PLUMB—Dr. Freeman lives in Milton.

HON. SIR ALEX. CAMPBELL—They are not all in Acton ; they are in other places in that locality.

HON. MR. SCOTT—I am speaking by the book when I say that all those certificates have been issued in Acton ; and with the exception of about ten of the certificates all the rest have been issued by one medical man, and, therefore, it is quite clear to me that Dr. Lowry is in league with this druggist in order to convert that establishment practically into a tavern. And my hon. friend takes that return as an evidence of the weakness of the Canada Temperance Act ! I take it as evidence that there are, unfortunately, some men in the profession, Dr. Lowry advisedly so, who are unworthy to be

classed M. D's. They were intrusted with the carrying out of an Act of Parliament in a very delicate sense, under the belief that they would do it conscientiously and honorably. The language of Parliament was that a druggist could only sell "on the certificate of a medical man having no interest in the sale by the druggist or vendor, affirming that such liquor had been prescribed for the person named therein." Now, I just submit those words, and I submit those facts to this House, and I ask their fair conclusion, if I am not warranted in saying that Dr. Lowry, whoever he is, has prostituted his office, and that he has enabled my hon. friend from Amherst (until I was able to give the House the explanation) to put before this Chamber a statement as to the working of this Act in Halton that was wholly at variance with what Parliament intended, and what was practically the fact. I have no doubt, if we could get to the bottom of it, that a lot of those people mentioned in this return regularly got their liquor from this druggist, from week to week and from day to day—the ordinary old topers. They could not get it any other way, and they fell back on Dr. Lowry as their medical man, and he gave them certificates to get it whenever they wanted it, and my hon. friend quotes that as an evidence of the failure of the Canada Temperance Act. I could, in contradiction to that, give the assurance of twelve or fourteen clergymen, and other evidence if it were in shape to give to the House—assurance from people living in the county, that very great improvement has taken place in the County of Halton since the Act came into operation there. At every public meeting now all goes on in a respectable, quiet, and orderly manner. No such thing as drunkenness is observable. The Act has been put in force in a variety of cases. My hon. friend, I trust, will not allow the imputation to go abroad that the Government do not propose to introduce this as a Government measure for the purpose of removing what I think they very properly appreciate as a difficulty in the working of the Act that was not contemplated when the Act was originally framed, and I hope that they will take the responsibility of asking Parliament to make this change.

Hon. Mr. VIDAL—I am not a little surprised at the length of time that has been occupied in the House in speaking on a topic which has no possible connection, that I can see, with the matter that is before us in considering the Bill which is now up for second reading. What the defects of the law may be in its operation in the County of Halton, however objectionable may be some things connected with the administration of the law in that place, what possible connection can that have with the adoption of the Act in the Maritime Provinces? All that is asked by this Bill is simply to give effect to what Parliament intended should follow the adoption, by the electors of any county, of the Canada Temperance Act. As the hon. gentleman who has just resumed his seat has stated, just so soon as the Governor-in-Council was satisfied that all the requirements of the Act had been complied with; that the petition for bringing it into operation had been legally adopted by a majority of the people, then it was to go into operation as soon as it could do so without infringing upon individual rights which had already been acquired by persons holding licenses giving them power to sell to a certain date. The hon. gentleman from Amherst has wandered very far indeed from the subject in the greater part of his speech. He said little about the measure before us, but made general observations having a bearing upon the Canada Temperance Act, or upon the Temperance movement in general. Now why should the fact that other amendments to the Act had been attempted, be mentionrd as an objection to our entertaining this amendment? I cannot see any reason, if there had been twenty amendmentst proposed before, why the twenty-firs should not be properly considered? The hon. gentleman has mentioned two or three, but he forgets that the last two should not be counted against it because they did not go into operation. They were only attempts at amendment, and what were the circumstances connected with them? Was it not a fact that this Senate had twice affirmed the principle of the Bill before us by a very decided vote? If we refer to our records we will see that the amendments brought in by Mr. Aikins at one time, and by myself at another, were both

carried through this House to the third stage, and by good majorities, and it was only the addition of a clause which was introduced at the third reading in this House, and one put on in the other House when the Bill went there, that led to the rejection of those amendments. The Senate very wisely rejected the amendment of Mr. Boultbee, which would have had the effect of spoiling the Bill altogether, and we would not agree to it when it came back to this House. The other amendment was made in this House, and the temperance people ceased to have any interest in the measure after it was spoiled by the amendment by the hon. gentleman from Halifax. I repeat that the former attempts should not count against us when I say that this House has twice, by a large majority, affirmed the principle of this present Bill.

The hon. gentleman has said a good deal about the practical operation of this law, as though it were unsatisfactory. I should like to know where he gets his information from that such is the case? If he looks into the sources of his information, he will find that they are almost entirely connected with the liquor traffic, or they are the advocates or protectors of that traffic. He cannot find a temperance man who will say that the effect of the Canada Temperance Act is not satisfactory, where it has been put in force, and what better answer can be given to the charge than that given by the noble old city of Fredericton, (the first to pass the law, and the first to re-affirm the excellence of that law when submitted to it), and Prince County in Prince Edward Island—the two constituencies where the Act has been three years in operation, and has been re-affirmed in one case with a largely increased majority. Is not this better proof that the Act gives satisfaction, than any evidence that has been adduced before this House that it fails to do so? Look again at the hon. gentleman's own Province? I am amazed beyond measure that a gentleman coming from the County of Cumberland should stand up here and try and disparage the Scott Act in such a way as, if possible, to repeal it or to destroy its efficacy. Does not the hon. gentleman know that in his own province—and he is a great stickler for provincial rights—there have been twelve elections under this Act, and in each and every case it has been carried by a very large majority? The hon. gentleman's own county is the second county in that province, with respect to the majority, to have adopted the Act—the banner county is King's County, and Cumberland County comes next with 1,298 of a majority in favor of the Act with only 252 out of 4,000 electors voting against the measure, and yet the hon. gentleman, though a stickler for provincial rights, and the rights of his own county, against the wishes of his own people would interpose a barrier against the Act going into operation. That would be the effect in his county if it is not brought into operation before the first of May. He does not wish this to be the case, because he says it will interfere with provincial licenses, and he knows that no license can be issued before the first of May in Nova Scotia, and it is not under the Nova Scotia Act that they can obtain license.

HON. MR. DICKEY—I said the Dominion Act.

HON. MR. VIDAL—I beg the hon. gentleman's pardon; he was making a strong point about the conflicting rights of the two Parliaments. He was endeavoring to show that this Act was an infringement upon provincial rights. I contend that there is not justification for the statement. Would that hon. gentleman desire in his own county where a majority of 1,298 electors adopted the Canada Temperance Act, that the wishes of the people should be set aside, and that licenses shall issue on 1st of May next? Yet that is the whole gist of his argument to bring into operation licenses on the 1st of May, and then if he could do that, although the people of his own county have expressed their opinion that the Temperance Act should come into force, he would keep them off for another year before they could have the benefit of it. Yet this is the hon. gentleman who sticks up for provincial rights and individual rights of electors.

I think that the hon. gentleman from Ottawa has perhaps said all that was necessary in order to do away with any wrong impression that might be in people's minds with reference to the alleged failure of the Act in Halton; but I would say that

so far from the hon. gentleman from Amherst doing us any injury by bringing forward these statistics that he has quoted he has done a great deal of good, for I have been trying for a long time, with others, to get the information that is in the return now before the House. We could not find out the names of the doctors who granted the certificates, nor of the persons to whom they were given, and I think the very fact of being able to get hold of that record to publish in the county of Halton the name of that physician, the number of certificates issued, and to whom he has given them, will have a beneficial effect, and that physician will have no further standing in the county.

I will not go the length of the hon. gentleman from Ottawa in suggesting collusion between the doctor and the druggist. I would give the benefit of the doubt, and put him down in the category of the junior member for Halifax, whose convictions, we know, are so strong that wine and spirits are gifts of God, and always beneficial to man, that he would not have the least hesitation in giving every one of us a medical certificate to-day, if we asked for it, and not expect to make any money out of it. There are physicians whose minds are so prejudiced against the temperance men in particular, and so prejudiced in favor of prescribing and using fermented liquors, that they could not really refuse a certificate to enable any one to get them in prohibited districts; and I would rather put it down as an act of kindness and good nature on the part of this Dr. Lowry.

HON. MR. ALMON—Perhaps you had better pass a law by which medical men cannot have that privilege.

HON. MR. VIDAL—That's what we are trying to do, to amend the law piece by piece, and we would be very glad to have the hon. gentleman's assistance in forming a law to make doctors give honest prescriptions. Referring again to the remarks of the hon. gentleman from Amherst, let us see what was the meaning and intention of the Act, and what is it that has rendered necessary this legislation now before the House. The terms of the Scott Act have already been read, but I will emphasize one point by quoting as follows:—

"The Governor-General-in-Council may declare that the second part of this Act shall be in force and take effect in such county or city upon, from and after the day on which the annual or semi-annual licenses for the sale of spiritous liquors then in force in such county or city will expire."

I entirely agree with the views and remarks of my hon. friend from Ottawa as to what will be the ultimate decision of the Supreme Court if this question comes before them; but in the meantime the people of Nova Scotia, in all these counties are deeply interested in this matter. They are face to face with the difficulty, that a judge has decided that there being no day on which licenses can expire in those counties there is no day on which the Act can come into force. Was it not the intention of Parliament that where a petition to bring the Canada Temperance Act into force was adopted, it should be brought into operation as soon as possible without interfering with vested rights? That is the plain sense of the law, consequently we would be quite reasonable in saying that just so soon as the petition is adopted it might be brought into force in a county or city where no licenses exist, the holders of which would have to be protected. The notice was intended to be a very full and ample notice. The temperance people do not wish to do any injustice, and provided that five months should elapse after the vote had been taken, before the Act can be put in force, which we consider a very satisfactory notice, in order to enable people to get rid of their stocks, and to get out of the business with the least possible loss. Two months must elapse after the vote before the proclamation can issue at all, in order to allow the fullest and fairest opportunity for investigating any complaints against the way in which the election was conducted. Ample scope and provision are made that every irregularity shall be investigated and adjudicated upon before the Governor-in-Council issues his proclamation, and then, after being satisfied that everything has been legally and properly done, the proclamation is issued providing that 90 days shall intervene before the Act shall come in force. When there are no rights to be protected the Act might, without injustice, come into force

the next day, or the next week after being carried, but in suggesting a term of thirty days in the Bill now before us, before the law shall come in force, I consider it is ample notice for all practical purposes. I do not think it is necessary that I should at present trespass any further on the patience of the House, but I trust that hon. gentlemen will take this view of the measure, that it is simply a Bill to provide that the intention of Parliament shall be carried out in those counties where no license has existed for many years, and that it may be brought into force as soon as all the requisite formalities have been complied with.

HON. MR. MACPHERSON—I well remember when the Scott Act was being passed in 1878 that many of the friends of the present Government were opposed to some of its provisions, and some to the Bill in its entirety, and so it may have been with some of the friends of the then Government—how it was I am not aware. When the present Ministry succeeded to office they found this measure upon the Statute book, and it was their duty with respect to it, as with respect to all other important measures there, to propose its repeal, or to make it efficient. I venture to believe that no hon. gentleman, or very few hon. gentlemen in this House, will say that it would be in accord with the present current of public sentiment to propose the repeal of the Scott Act. As the Government believe that to be the case, it is their duty to improve the Act so far as it can reasonably be done. It was unquestionably the intention of Parliament when the Act of 1878 was passed that it should be put into operation in every municipality within its scope where it was the wish of the people to do so. It has been found, however, that for the very extraordinary reason that no licenses exist in certain municipalities, a judicial decision has been delivered declaring that it is impossible to bring the Act into operation in those municipalities. As it was the intention of Parliament that it should go into operation, it is but reasonable that the Act should be amended in such a way as to permit that to be done, and that is all that is asked by this Bill, with a few further provisions guarding against injury to individuals. The time being shortened from ninety to thirty days I have already explained to the hon. gentleman from Amherst, is done because there is no existing interest. There is no license existing, and therefore there is no interest to be considered or protected. Had it not been, as explained by my hon. friend behind me, for the Dominion Act, this Bill would not be required, but inasmuch as license can be obtained under the Dominion License Act, it is surely reasonable that in municipalities where they desire to introduce the Scott Act, they should be enabled to do so under this proposed amendment.

HON. MR. KAULBACH—I must oppose the Bill, because I feel that the Province of Nova Scotia, from which I come, is antagonistic to it, and to any legislation on this subject of temperance, except from the Province itself. We in Nova Scotia considered that we had sufficient legislation, and we did not require the Scott Act, or any Dominion Act at all. I was opposed to the Scott Act when it passed, for the reason that I thought then it was an infringement on provincial rights, and although my views upon that matter have been somewhat affected by late decisions, yet I feel that we are perpetuating the action of the Dominion Parliament. We are saying here by this Bill that we perpetuate the Scott Act, and that we have power to deal with a matter which I, from the first, contended was one of provincial rights. I am strongly of opinion that there is no necessity for this legislation. An hon. gentleman who spoke here in favor of this Bill went so far as to say that he believed that the legislation of 1878 was sufficient, in the face of the decision of a judge who contended that it was necessary there should be a license in order to have this Act effected. If such a decision was not right, and if no such provincial impediment existed, I cannot see, if the Temperance Act of 1878 was sufficient, that there is any necessity for this legislation. If that decision was so unreasonable why have the temperance organizations not pressed the matter, and obtained a more decided opinion on the question? I know in the part of Nova Scotia from which I come the feeling is strong against any interference by this Parliament in the license question. We

have in Nova Scotia a License Act that is commended by hon. gentlemen in this House as being almost perfect ; yet in consequence of this legislation here, we are thrown into such confusion in Nova Scotia that it has resulted in liquors being sold without license at all, and there is an incentive to drink that did not previously exist. I am as much opposed to this legislation now as I was in the first instance. It is not fair even to call it a temperance act : it is a total abstinence act. Temperate men are not in favor of legislation of this kind. It is forced into the counties contrary to public sentiment, in almost every instance. It is forced upon them by temperance organizations almost in spite of public opinion. There is no sufficient moral support or strength behind it, and I know that people laugh at such legislation as this, and treat it with contempt. They believe more in moral and religious suasion, and more especially when such an act as this is put into operation without having a majority of the people in its favor. I believe, from the late decisions, that the Scott Act is *ultra vires*, and we are here, by this legislation, endeavoring to perpetuate and give legal effect to legislation which at present stands very doubtful. I do not believe that Nova Scotia has asked for this interference, and I believe it is an Act that should not be on our statute book at all.

HON. MR. POWER—I wish to explain very briefly what the effect of the rejection of this Bill will be. Down in Nova Scotia, as the hon. gentleman from Sarnia has said, there are twelve counties which have held elections under the Scott Act, and I think in the majority of those counties no licenses were granted before the passing of that Act. That, I think, disposes of the assertion of the hon. gentleman from Lunenburg that the sentiment of the people of Nova Scotia is not in favor of this kind of legislation. I may say that my own personal feeling is the same as that of my hon. friend ; I think moral suasion is the proper method of preventing people from being vicious in this particular way ; but that does not seem to be the feeling of the people in the Province. The necessity for this Bill is suggested just now more by what has happened in the County of Cumberland than by anything else ; but there are several other counties besides Cumberland placed in the same position ; and if this Bill does not pass, and if the view taken by the judge in Nova Scotia of the effect of the existing law should be upheld by the higher courts, then the effect would be this : that although the people have by overwhelming majorities decided that liquor shall not be sold in those counties, liquor will be sold there, but not under the Local License Law, as stated by my hon. friend, because there is no machinery for putting in force the Local License Law in those counties, but it will be sold, if under any license law, under the Dominion Act passed here last session. I understand that it has been stated on behalf of the Government in another place that they do not propose enforcing the Dominion License Act of 1883 for some time ; and the consequence may be that there will be nothing to restrain the liquor business in the County of Cumberland and some others if this Bill does not pass, and if the decision of the judge which has been referred to should be upheld in the Courts of Appeal.

HON. MR. DICKEY—Would my hon. friend allow me to interrupt him : does he doubt for a moment that the Nova Scotia License Law, the most stringent in the Dominion, is in force now in every county in Nova Scotia. ?

HON. MR. POWER—Not in every county—not in counties where no licenses are granted. If my hon. friend will turn to the 141st section of the Dominion License Act of last year, he will find that no exception is made in favor of the local laws. There is an exception made in favor of the Temperance Act of 1878. This section says :—

"A wholesale license, to be obtained under and subject to the provisions of this Act, shall be necessary, in order to authorize or make lawful any sale of liquor in the quantities allowed under the provisions of 'The Canada Temperance Act, 1878.'"

My impression is that under that section licenses would be issued under the Dominion Act of last year. They do not reserve rights under the old Nova Scotia law, as I understand it, and the consequence will be in the County of Cumberland, and probably some of the

other counties, although the sentiment of the people is altogether opposed to granting licenses, that licenses will be granted for some considerable time.

The motion was agreed to on a division.

QUEBEC RAILWAY BRIDGE COMPANY'S BILL.

SECOND READING.

HON. MR. BELLEROSE moved the second reading of Bill (69) "An Act to incorporate the Quebec Railway Bridge Company." He said: I suppose it is not necessary for me to explain this measure at any length. It is to form part of the Canadian Pacific Railway which will run from ocean to ocean, and the Company which now seeks incorporation is asking for the privilege of building a railway which will be of great advantage to the people.

The motion was agreed to and the Bill was read the second time.

REAL ESTATE LOAN COMPANY'S BILL.

SECOND READING.

HON. MR. ALLAN moved the second reading of Bill (88) "An Act respecting The Real Estate Loan Company of Canada, (limited)." He said: This is a Bill from the House of Commons, having for its object to enable the Real Estate Loan Company of Canada, (limited), to dispose of its business to the Scottish Canadian Land Mortgage Company, (limited), upon certain terms and conditions. The Bill sets forth the conditions upon which the proposed sale is to be made, and I do not think I need trouble the House by entering into them, as I shall refer the measure to the standing Committee on Banking and Commerce.

The motion was agreed to, and the Bill was read the second time.

ONTARIO AND QUEBEC RAILWAY LEASE BILL.

SECOND READING.

HON. MR. ALLAN moved the second reading of Bill (35), "An Act to confirm the Lease of the Ontario and Quebec Railway to the Canadian Pacific Railway Company, and for other purposes." He said: This is also a Bill from the House of Commons to confirm a certain agreement made between the Canadian Pacific Railway Company, the Credit Valley Railway Company, the Ontario and Quebec Railway Company and the Atlantic and North-West Railway Company, and it is specially to confirm the lease of the Ontario and Quebec Railway to the Canadian Pacific Railway Company. The Bill is a somewhat long one but the principal part of it is taken up by the schedules at the end.

The motion was agreed to, and the Bill was read the second time.

The Senate adjourned at 5.45 p.m.

THE SENATE.

Ottawa, Friday, March 28th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

COLLISION ON THE INTERCOLONIAL RAILWAY.

INQUIRY.

HON. MR. DICKEY rose to call attention to the collision of two special Coal trains on the Intercolonial Railway, which occurred at Westcock water tank near Sackville, N. B., on Friday last; and ask the Government whether it is intended to introduce regulations, by way of a modification of the block system or otherwise, with a view of averting similar disaster to life and property.

He said: I was prompted to give this notice in consequence of an account which appears in the papers describing this disaster. The account which I have selected is that which appears in a newspaper published at Moncton, the Intercolonial Railway headquarters, that paper being at the same time friendly to the Government and to the Railway. It appears in the Moncton *Times* of the 22nd inst. and reads as follows:

Yesterday morning a rear collision, attended by rather serious results, occurred on the Intercolonial Railway at Westcock, two miles from Sackville. Both trains were specials, going east from Moncton, having left this station within a short time of each other at an early hour in the morning. The first, in charge of Conductor Thompson, was taking water at the tank at that place, and was run into in the rear by Morgan's special. The engine of Morgan's train was seriously damaged and disabled in the collision and the van and two gondolas of Thompson's train were badly wrecked, set on fire and burned. Other cars were slightly damaged. The tank house was also burned. The train men all jumped off, the only personal injury being to Driver DeNenne of Morgan's train, who received a sprained ankle in alighting. A wrecking train was immediately sent out from Moncton and the track was cleared in time for the express yesterday afternoon.

Just where the blame, if any, was to be attached was not generally known yesterday. According to a report about town, Thompson's special consisted of twenty cars, while Morgan's, which was following, contained only one. The trains were sent out from Moncton station within a few minutes of each other, and it is claimed by railway men that in such cases the trains should be evenly divided. It is said that it is almost as hard to bring a light engine to a stand still as a full train, while the speed of the light engine is apt to be greater. If this is the case the matter is worthy some consideration. An investigation was held last evening by Mr. Jarvis, chief train despatcher, after the arrival of the train men from the scene of the accident. A decision has not yet been reached.

I may remark that this is not, unfortunately, a solitary case, within the last year; for a very similar occurrence took place on the Intercolonial Railway between Newcastle, in New Brunswick, and the next station, I think, to it, a place called Beaver Brook. A train was making its way up an incline, and the speed not being great enough, they were obliged to run back and make a second attempt to surmount the elevation. Before they got under way another freight train behind them was allowed to pass this Beaver Brook station going to the south on the way to Newcastle, and this train ran into the rear of the other before it could be brought up, and great damage ensued. Indeed, it is not at all wonderful that such things should occur when we recollect that there seems to be, as far as I know, no regulation which prevents these special trains, or these freight trains, running into one another, because they are allowed to follow closely on each other on the track. During the last four years I have felt it my public duty, on four several occasions, to call attention to this matter, and I have been met every time with the stereotyped official reply that nothing can be done. I am desirous of pressing the matter still more strongly on the attention of the Government now with a view to getting, if possible, some better system of running these trains adopted. The system at present, as I understand it, is that regular trains have the right of track against all trains, both coming and going, so that as far as the regular trains are concerned there is what may be termed the block system; because no train is allowed to leave a station to interfere with regular trains. To some extent, I daresay, that applies to regular freight as well as to regular passenger trains, but in this case, unfortunately, the accident happened to two special coal trains. If it be right to have regulations such as I have adverted to in the case of regular trains, I hope the House will see that it is of infinitely greater importance that there should be some such regulation applicable to special trains; because there may be an excuse there that the people at the different stations do not know, unless they are informed, that the trains are coming. In this case the accident happened between two principal stations, having telegraphic conveniences. On a former occasion, when I pressed the matter strongly, I was answered that the trouble was the great distance between the stations. Now, I have taken the trouble to look into this matter, and I find that on the Intercolonial Railway, between Riviere du Loup and Moncton (I have not had access to the list of stations from Riviere du Loup westward) there is an average of something like nine miles between the stations. From Moncton to Amherst the average is only four miles, and from Amherst to Halifax, four miles and a-quarter between the stations. Therefore, I think that objection disappears in view of the comparative shortness of the distance between these stations. Surely there can be no difficulty in making arrangements where stations are so near together, to prevent these collisions. I do not wish to go into the matter at large, because I have done so on former occasions, and I do not wish

to repeat myself, but I do hope the time is coming when we shall have something like the system—I do not say exactly the same—that prevails in England and, to some extent, prevails in the United States, because, although it was freely asserted here by a gentleman connected with the Grand Trunk Railway, on a former occasion, that there was no such system in the United States, my hon. friend from Albert stated that to his own knowledge this system did prevail on the Pennsylvania Railway and other railways in that country. I have heard nothing to warrant me in saying that the system has been extended, but I hope it has been, in the United States since then. But, after all, in view of the reckless fashion in which things are done in the neighboring republic, it is not strange that they run such risks, and send out trains without taking due precaution to prevent them coming in collision with other trains. But in this country, where we have the railway under the direct control of the Government, it is the duty of the Railway Department to take some steps to prevent these disasters which have been often attended with sad results. Fortunately in this case there was no loss of life, though there was serious damage to property. I ought, perhaps, to apologize to the House for bringing this matter forward again, but, at the same time, though my efforts have so far been ineffectual, I have the satisfaction of knowing that I have made at least one convert. My hon. friend from St. Vincent de Paul, who noticed the matter the other day, expressed views in accord with mine, and though I got no credit for having previously introduced the subject, yet I was glad to find myself in accord with him on that occasion. Having made a convert of him, I hope the result of this discussion will be to convert the Minister to the views I have expressed on this subject.

HON. SIR ALEX. CAMPBELL—The question of my hon. friend is whether it is intended to introduce regulations with a view of averting disasters to life and property. I had not heard the details of the disaster at Westcock until my hon. friend mentioned them here to-day, but just taking his question as it appears on the paper, I communicated with the Department of Railways and Canals, and I will read the answer which I received: "The best mode of guarding trains against rear collisions is under consideration, and several devices are now being tested with that object in view."

HON. MR. POWER—I would respectfully suggest the hanging of two or three train despatchers, as the best way to prevent such accidents.

HON. SIR ALEX. CAMPBELL—My hon. friend evidently does not belong to that profession.

HON. MR. DICKEY—With regard to the question of rear collisions, the disasters to which I have referred have not always been confined to them, though this year they have been only of that class. In former years, accidents occurred through two trains, approaching each other in opposite directions, trying to pass each other on a single track.

SALMON FISHING LICENSES.

MOTION.

HON. MR. PELLETIER moved:

That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will cause to be laid on the Table of this House, a Statement shewing the number of Salmon fishing licenses issued by the Department of Marine and Fisheries during the years 1881, '82, '83 and '84, from Murray Bay to River au Canard on the North Shore of the River St. Lawrence, together with the licencees names, license fees, the reports of the local Fishery Overseer and other correspondence relating thereto.

He said: I tried to obtain this information from the Department of Marine and Fisheries, but was told that it would be more regular to proceed by moving an address, which I now do.

HON. SIR ALEX. CAMPBELL—There is no objection to the address.

The motion was agreed to.

BILLS INTRODUCED.

Bill (F) "An Act to amend the Act 38 Victoria, chapter 54, intituled, An Act to extend to the Province of Manitoba the 'Act for the more Speedy Trial, in

certain cases, of Persons charged with Felony and Misdemeanors in the Provinces of Ontario and Quebec.'" (Sir Alex. Campbell.)

Bill (G) "An Act to amend the Act 37 Vic., Cap. 42, intituled: 'An Act to extend to the Province of British Columbia certain of the criminal laws now in force in other Provinces of the Dominion.'" (Sir Alex. Campbell.)

Bill (H) "An Act further to amend the Act 31 Vic., Cap. 12, intituled: 'An Act respecting the Public Works of Canada.'" (Sir Alex. Campbell.)

SASKATOON AND NORTHERN RAILWAY COMPANY'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported with amendments Bill (41) "An Act to incorporate the Saskatoon and Northern Railway Company." He explained that the amendments were chiefly verbal, but there were also amendments striking out three unnecessary clauses, so as to bring this Bill into harmony with other Bills that had been passed. He knew of no objection to the Bill as amended.

HON. MR. TURNER moved that the amendments be concurred in.

The motion was agreed to, and the Bill was read the third time and passed.

ERIE AND HURON RAILWAY COMPANY'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (85) "An Act respecting the Erie and Huron Railway," with an amendment, which, he said, could hardly be called a verbal amendment, because it was simply transposing two letters in the name of a place mentioned in the Bill—to change the word "Sambro" to "Sombra."

HON. MR. VIDAL moved that the amendment be concurred in.

The motion was agreed to, and the Bill was then read the third time and passed.

GREAT NORTHERN RAILWAY COMPANY'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbours, reported Bill (90), "An Act respecting the Great Northern Railway Company," with amendments. He said: Two or three amendments were made to the Bill, which were rendered necessary by mistakes in the phraseology. They were made by the consent of the promoters of the Bill. The only important amendment is one which was rendered necessary in order to bring this Bill within the scope of the Parliament of Canada, because it was a Bill in reference to a charter originally obtained in Quebec, from the Local Legislature, and it required a recital of facts sufficient to justify the road being declared one for the general advantage of Canada. That is the only material amendment to the Bill.

HON. MR. BELLEROSE moved concurrence in the amendments.

The motion was agreed to, and the Bill was then read the third time and passed.

ONTARIO AND QUEBEC RAILWAY COMPANY'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (46) "An Act respecting the Ontario and Quebec Railway Company," with amendments. He said: The amendments to this Bill number three or four, which I may explain. In order to show the necessity for some little care in these matters, I may say that this is a measure of very considerable importance to the parties, which was carefully revised and passed through the House of Commons. When it came before us, the promoters of the Bill were represented by

able counsel, yet they found it necessary themselves, on certain defects in the Bill being pointed out, to consent to certain changes, and to suggest others, to which we did not object. These amendments are in effect, that regulations may be made by by-laws, altering the place of meeting, making it Montreal instead of Toronto, and also allowing them to issue bonds or stocks, if they think it necessary, in sterling money, for the purpose of raising capital abroad. These are two of the chief amendments. The other is the addition of a clause which gives them power to build a railway bridge across the St. Lawrence, within four years from date. One of these companies which possesses that power, had until 1889 to complete the work, but these companies are all practically one now, and the time is limited to four years from date. That provision was not in the Bill as it came to us, but it was thought necessary to limit the time, and four years was agreed upon.

HON. MR. ALLAN—The Chairman of the Committee has fully explained the few alterations made in the Bill. The only one of any great importance was to supply an omission not observed in the House of Commons, fixing the time for the completion of the bridge. I move that the amendments be concurred in.

The motion was agreed to, and the Bill was read the third time and passed.

DOMINION LANDS ACT AMENDMENT BILL.

SECOND READING.

HON. MR. MACPHERSON moved the second reading of Bill (D) "An Act to amend 'The Dominion Lands Act, 1883.'"

He said: The amendments to the Dominion Lands Act proposed by this Bill are in the interest of *bona fide* settlers, and I apprehend they will be readily approved of by this House. The first amendment is to the sub-clause five of clause 29 of the Act of 1883. By that clause persons occupying land of their own might purchase an adjoining homestead but their entire holding was limited to a quarter section. That seemed an unreasonable limitation; it was complained of, and it is proposed by this amendment to remove that limitation and to allow persons occupying lands of their own to acquire an adjoining homestead and pre-emption. I do not know why the limitation which is to be found in the Act of 1883 was imposed, because the ordinary homesteader is allowed to acquire a half section—that is, a quarter section as a homestead and a quarter section as a pre-emption.

The second clause is to remove what has been a good deal complained of. Under the law as it now exists every member of a family who is old enough to acquire a homestead, and does acquire one, is obliged to build a house and live on that homestead from the day he perfects his entry. A family consisting of several members naturally desire to settle as near each other as they can, but each one is obliged to build a house on his own land, and live in it three years before he can acquire his patent. Now it is proposed that they may all live together so as to economize their labor and means, and that they shall not be required to build more than one house for the family until within three months of their being entitled to their patent. By this amendment it is required that every homesteader shall have a house of his own and be living in it for not less than three months prior to the date of his application for patent, but down to that time, if he can prove that he lived with a parent, son, daughter, brother or sister, as the case may be, in the township in which, or in the township adjacent to that in which his homestead is situated, he will be entitled to his patent. This amendment will be a very great relief to the homesteaders in the North-West.

The main object of the third clause is to allow the Minister of the Interior to name some other person in addition to the local land agent to take the evidence of homesteaders claiming patent. As it is now, a homesteader must appear before the local land agent with two witnesses and there give the testimony necessary to satisfy the land agent that he is entitled to his patent, and when that testimony is approved by the land commissioner at Winnipeg, the patent will issue, but it may happen, after the settler has passed through what he supposes the necessary ordeal be-

fore the local land agent, that the testimony elicited by the local land agent may not answer all the requirements of the law, and the homesteader may be obliged to revisit the land officer, and this would entail a good deal of expense. This clause will give power to the Minister of the Interior to name other persons in addition to the local land agents to take the necessary evidence in respect to patents. It is possible that the homestead inspectors, who are a respectable class of men, may be entrusted with this duty, and if this should be found feasible it would save the homesteader a vast amount of trouble and expense because the homestead inspector visits the homesteads, and he may there be able to obtain the necessary evidence to satisfy him that the homesteader is entitled to his patent and give him the necessary certificate without requiring him to leave his own house. Hon. gentlemen will see the advantage that this would be to the homesteader.

The other clauses of the Bill have reference to the preservation of forest trees on the crests and slopes of the Rocky Mountains. Hon. gentlemen are aware that this subject of the preservation of forests is attracting a good deal of attention in the United States where it has been found that the destruction of forest trees on the crests and slopes of mountains where rivers and streams have their sources, has had a very injurious effect in diminishing the volume of water in those streams, and also affecting the climate of the country in the vicinity of such rivers as well as the fertility of the soil. It is proposed to give power to the Governor in-Council to preserve so much of the forests on the crests and slopes of the Rocky Mountains as he may consider necessary for the purpose of maintaining as far as possible, the volume of water in the rivers which traverse the North-West Territories. It is also proposed to take power to appropriate such lands as may be so reserved, for a forest park or forest parks, and appoint officers for the preservation of such reserves. The other clauses are simply to provide for the punishment of those who injure or destroy forest trees.

HON. MR. POWER—I rise for the purpose of endorsing most cordially the measure which the hon. Minister of the Interior has just explained to the House. It will be in the memory of many hon. gentlemen who are present, that last session there was a good deal of discussion on the Dominion Lands Bill, of which the hon. Minister was in charge; and I think those who paid any attention to that discussion will remember that the hon. gentleman from Kings (Mr. Reesor) and myself made efforts to have an amendment made to the Bill of last year which would have been substantially the same as the amendment now proposed by the second clause of this Bill. They will also remember that we demurred last year to the reservation of the mile belt, and of the lands south of the railway. It will be seen that the Ministry have during the past few months come round to adopt the sound views of the Opposition on these very important matters; and I hope that as time goes on the Government will continue to learn wisdom and come round to our views on a great many other subjects.

I wish to call the attention of the Minister to one point with respect to the fourth clause, with the hope that if he thinks there is anything in the suggestion he may have that clause amended when the Bill is in Committee. The hon. gentleman proposes to make provision, and very properly, for the preservation of the forests on the crests and slopes of the Rocky Mountains. Penalties are imposed by the subclauses of this fourth clause for cutting down, breaking, barking, rooting up, removing or destroying any tree, sapling, shrub, underwood or timber, and so forth. No doubt a man who cuts down a tree or shrub does mischief; but by far the greatest damage to the forests in this country and in the United States also, is done by fire. I have looked over the Dominion Lands Act, and I do not find that it contains any stringent provision to prevent the setting fire to the woods in the North-West. A great deal of mischief has already been done by forest fires there, and as the population continues to increase, the liability to injure the forests does not diminish. At any rate I would call the attention of the Minister to the desirability and necessity of making stringent provisions in this Bill to prevent setting fire to the woods.

The Provinces of Quebec, Nova Scotia, and Ontario have already adopted rather

stringent enactments to prevent setting fire to the woods within their limits, and I think it is the duty of the Dominion Government to take very decided steps to protect the woods in the North-West; for wood there is much more valuable than in other portions of the country, where the forests grow more rapidly. At the same time, I think it might be well to call the attention of the Minister to the fact that a great part of the Rocky Mountains is just now supposed to be a portion of the Province of British Columbia. All the northern portion of the Rocky Mountains—

HON. MR. DICKEY—I think the western.

HON. MR. POWER—Well, the north-western portion of the Rocky Mountains lies in great measure within the Province of British Columbia, and consequently there may be some difficulty about the jurisdiction.

HON. MR. KAULBACH—My hon. friend's suggestion with reference to the destruction of the forests by fire, is a very proper one, and I do not know whether, under that clause, the penalty for destroying trees could be made to apply in such cases; the term destruction of trees might not be sufficient to meet the case. We all know that in the Province of Nova Scotia there has been great destruction in our forests through fire, and as my hon. friend says very stringent measures have been adopted there, within the last eight or ten years, to punish those who set fire to woods,—even for husbandry, during the dry season of the year more especially. I think the penalty in this clause is not sufficient to meet the suggestion of my hon. friend, and I hope the Minister of the Interior will see that proper provision is made in this respect.

HON. MR. ALLAN—I think, if the case of the destruction of timber is not covered by the language of the 3rd sub-section of the 4th section, it would be well that some provision of the kind should be made, and I think the suggestion of the senior member for Halifax is a very valuable one. We all know that in Canada—certainly in Ontario—the country has lost (I do not think I exaggerate when I say) millions of dollars by these so-called bush fires. In many, if not in most instances, they have arisen from the grossest carelessness; and from the improvident and culpable carelessness of people, and sometimes only of one individual, property worth thousands of dollars has been destroyed. Therefore it is very desirable that proper provision should be made, if the case is not covered by the sub-section to which I have referred.

HON. MR. POWER—The first sub-section refers only to the Rocky Mountains; it should cover the whole of the North-West Territories as well.

HON. MR. ALLAN—I understood that to apply to all the cases alluded to in the 4th clause, which goes beyond the mere forests growing on the Rocky Mountains. At all events, I am sure the Government is to be congratulated for having taken a step in this direction, and for having provided for the preservation of the forest in that part of the North-West Territory. I only wish from the bottom of my heart that the Government of Old Canada had taken a similar view when it was in their power to deal with the Crown Lands; had they done so we would not be in the position in which we are at present. In the early history of Canada, little or no attention was paid to the necessity for protecting our woods in this way, and from that neglect injury to both the climate and crops has arisen. For my own part I am of the opinion that in most cases where a free grant lands were given, not more than one quarter was fit for cultivation, and much better use would have been made of them if they had been retained entirely as forest lands.

HON. MR. SKEAD—I was much pleased to hear this subject of destruction of timber by fire touched upon to-day, and I think the Government deserve a great deal of credit for the step they are taking in that direction. The Ontario Government passed some laws and regulations a few years ago for the protection of our forests, but such laws must be rigidly enforced if they are to be of any value. My hon. friend from Toronto (Mr. Allan) said just now that hundreds of thousands of dollars

worth of property have been destroyed by fire, but I may say that within my own knowledge, in the Ottawa valley, millions of dollars worth have been so destroyed. More timber has been destroyed within the last forty years, by the action of fire, than has fallen under the axe of the lumberman, and there are now hundreds of square miles which are covered with dead pine standing in the shape of rampikes—or where they have fallen down they are succeeded by useless poplar and other second growth; yet, in these districts, if our forests had only been protected, a large amount of valuable timber would now be available. It will be necessary, however, if any such regulations as are now proposed are to produce good results, that guardians or bush-rangers should be detailed to see that they are properly carried out. Penalties must be attached to the breaking of this law, and where a party is found to have been guilty, those penalties should be properly enforced. I do not urge that lumbermen have any right to be exempt from such provisions, but if they are careless, and allow their men to leave smouldering camp fires, or smudges when river-driving in the summer, or if they do not prevent people who may be camping on their property for fishing, hunting, or other purpose of pleasure, from being careless in the use of fire about their camps—then they certainly should be punished for such neglect; for it sometimes has happened that through just such neglect of proper precautions, a whole district of country comprising from fifty to one hundred square miles has been burnt over in a few hours. I have known much destruction to timber and other valuable lumber property in the shape of camps, stores, etc., and improvements during my short experience of this country, from the cause I have just mentioned, and I do hope that if this measure does not go far enough, it may be amended so that it will prevent this wholesale destruction by fire.

HON. MR. SUTHERLAND—While I approve of the Bill in every clause, there are one or two suggestions I would wish to make. I approve of the facilities given in the first clause, and I think they are complete, so far as I can see, in that direction. In the second clause there is one word which I would suggest to the Minister should be inserted as an amendment. It is where a homesteader is allowed to reside with the family, but we all know that there are a great many young men who go to that country who have really no family, and we are also aware that many of those young men reside with their near neighbors, and I do not personally see any reason why such persons should not reside with their near neighbors. I would, therefore, propose that the word "neighbor" be added after the word "sister" in the twenty-seventh line. I do not know how the Minister will receive that, but I know there are a great many of those young men who will naturally consider it a hardship (as I should myself) if, having none of their family up there, they are compelled to reside alone in their little cabins, when perhaps there are neighbors within a mile or so with whom they might live, if it were not for this provision. I think the 4th clause is a very good one, as it facilitates the giving of patents to those people who are at a distance from the land officers. As regards the question of restraining prairie fires, I am glad to see it taken into consideration, and, while moving in that direction, I think it would be very desirable if there could be embodied in this Bill the imposition of such penalties as would restrain people from this dangerous practice, and make them more careful in travelling through that country. It is a fact that is perhaps within the knowledge of many hon. gentlemen in this Chamber, that there is greater danger from prairie fires than from fires in the forest—in fact the latter almost invariably follow the former, as when the prairie takes fire, every bush within hundreds of miles is apt to be destroyed. Many travellers, when camping out on the plains, go away in the morning, leaving their fires burning, whereas, if there was a penalty attached to it, they might be a little more careful. I am sorry that I have only just got possession of this Bill, and therefore have not had time to study it very thoroughly, but I would here refer to one other matter which, in my judgment, calls for the action of the Government. I am sorry I had not an opportunity of seeing the Minister upon this subject before bringing it up in the House; however, I will take this occasion and refer to it, because I think it is a point for which the

Minister and the Government will be very ready to make provision. It is in regard to patents for river lands. I believe there are but very few of the old settlers who have not already received their patents for the lands occupied by them years ago, and the reason why those patents have not been received by them, is because they have not made application within the time which was limited, I think, by Order-in-Council.

HON. MR. MACPHERSON—No, by Act of Parliament.

HON. MR. SUTHERLAND—Well, the time was limited by Act of Parliament, within which parties should apply for those patents for those lands, but there are a number of people—I know of quite a few myself—who could not possibly apply as required by that Act. In some cases they were families who were bereaved of the father, and there was some difficulty in writing to, or communicating with, some of the members of the family, who were scattered in different places—some in the far north, and some elsewhere, so that it was impossible to get their consent to the application for the patent, and they could not possibly get the paper signed early enough. Consequently, those people are still without their patent. I thought this would be a proper opportunity to move for the insertion of a sentence to facilitate the giving of patents, because I am sure the Government have no intention to deprive those parties of what is fairly their right, more particularly as they cannot be charged with carelessness or neglect in any way. I just offer these suggestions to the Minister, feeling that they would, if acted upon, remove some of the disadvantages which are now felt in that country.

HON. MR. MACPHERSON—The importance of endeavoring to prevent the destruction of our forests by fire did not escape me, but when I made enquiry of the officials I was informed that there is an Act which provides for punishment by fine in such cases. I suppose it is the North-West Territories Act, and it imposes a fine, I think of $100, upon whoever is found to have been culpably negligent and who has in consequence of such carelessness set fire to a forest. I intend to look further into that, and if it is in the North-West Territories Act, which I believe it to be, I intend to propose to increase the fine, and also to give power for punishment by imprisonment; because there is no other way in which our forests are so generally destroyed, as by fire, and generally by fire arising from negligence and culpable carelessness. So, if I find on looking into the matter, that it is not in the North-West Territories Act (amendments to which I will probably submit to this House next week,) I shall provide for it in this Bill. My hon. friend the senior member from Halifax was not quite right in his recollection of the amendment of last session. The amendment proposed then, was to substitute cultivation for residence, and no residence was to be required. Now, by the amendment which I have the honor to propose to-day, it is simply provided that those who are so closely related as to be considered as one family, and whose means may be held to form one common purse, are to be allowed to reside together for a time. That is all. Substantial residence remains one of the conditions, and in addition to requiring them to have a habitable house, they are also required, as consideration for the indulgence extended to them, to get a certain area under cultivation each year. I should be afraid to extend these provisions beyond families, as proposed by the hon. gentleman from Manitoba. If you extend it to young men you will be extending it to persons who have nothing in common, either in their interests or in their resources, and I think it would be striking rather at the root of the home stead system; at all events, my present impression of it is that it would be dangerous. With respect to the patents of river lots, the time within which the owners, or persons who considered themselves and represented themselves as owners, could make application, was limited by an Act of Parliament, and I think that time expired about a year ago. Representations have been made to the Government with a view of having the time extended, but no decision has been arrived at, so far, as to amending or renewing the law. That is all I can say on that subject to-day.

HON. MR. PLUMB—I congratulate my hon. friend, the Minister of the Interior, for having brought in these amendments,

which are greatly in the interest of the North-West. Everything should be done to promote and facilitate settlement there, and I think this is a step in the right direction, particularly that clause to which the hon. Minister has just referred. I know a case where a family of young men went up there and obtained land, and it was felt by them to be very onerous that they should be compelled to put up buildings when they could all have a common habitation. I have no doubt that by this means they, and other people similarly situated, will be able to extend their area for cultivation, because they will have larger capital unembarrassed until the time when they want to get their patent. This Bill shews that the Government are alive to the wants of our settlers, and that they are disposed to do everything in their power, as circumstances develop themselves, for the accommodation of homesteaders and for facilitating the occupation of that great country in which we are all so much interested. I think all this should convince those who watch the course of legislation in this matter that the Government is alive to the requirements of those who are going up there, and that they are not determined to have a policy that cannot change, but rather that their policy will be modified, as circumstances alter there, and will be so framed that it will meet, so far as it is possible, the wishes of those who occupy that country.

HON. MR. HAYTHORNE—I think I should have been able to have added my congratulations to those which the Minister has received from the other side of the House, provided only he had thought proper to accept the suggestion made by the hon. gentleman from Kildonan (Mr. Sutherland.) It did appear to me that his suggestion was extremely practical. He urged that a great number of the settlers in the prairie district were single young men, who went in there alone, and I cannot see what difficulties exist in the way of carrying out the suggestion which was made, or why we should impose upon those single men the additional discomfort of living alone while they are carrying out the conditions of settlement. It appears that the object is to secure the cultivation of a certain amount of land, but I cannot see what difference it would make to the Department whether a man lived in single blessedness all the time by himself, or whether he lives with somebody else. If a young man is obliged to live alone while he is fulfilling the prescribed conditions of settlement, he would necessarily be subject to much discomfort, while if there were two or more of them together they might, as a matter of mutual agreement, agree to take turn about in performing the household duties—cooking for example—and by that means their operations would be greatly facilitated. I think the course which the hon. gentleman insists upon is not only onerous to the settlers, but in my judgment is quite unnecessary. With regard to the preserving of timber from fire, I have heard something of this discussion in the more settled Provinces, and I know it is difficult to prevent these fires, to tell where or when they originate, or who is the guilty party; and it is therefore almost impossible to impose any punishment, on account of the difficulty of finding out the parties responsible for the starting of the fire. I do not think there can be any dispute as to the necessity or desirability of preserving our timber; indeed, any person who is in the habit of travelling between Ottawa and the Maritime Provinces, through the northerly portion of Lower Canada and New Brunswick, must have observed the bare mountain tops that are apparent there in all directions, and he will then understand the great harm which has arisen from the reckless firing of woodland. I strongly concur in the effort for endeavoring to prevent such disasters in the future, and I trust it will prove successful.

HON. MR. SUTHERLAND—I am very sorry that the Minister of Interior has not given me more encouragement with regard to these old settlers' claims, but perhaps the Minister may think that it is some stake claims that I advocate, and I may here say that all the cases that have come to my knowledge are instances where the land has been held, and resided upon by the parties, for forty—and in some cases for fifty years. I do not see very well how the Government could be satisfied to deprive these parties of the land that they have held for so long a time, and I hope that this matter will in some way

be dealt with, so as to facilitate the granting of patents to those parties. Certainly the cases which are within my own knowledge are such that the people are as thoroughly entitled to their patents as any other residents of Manitoba.

HON. MR. MACPHERSON—I would say to my hon. friend that he really, in effect, put a question to me upon an important subject, without giving me notice. What he asks would require the introduction of an Act of Parliament, and whatever might be my own views on the subject, I would have to take the sense of Council upon it before I could make any statement upon it in this House.

The motion was agreed to and the Bill was read the second time.

STEAMBOAT INSPECTION BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (121) "An Act to amend The Steamboat Inspection Act, 1882, by reducing the fees payable on renewal of Engineers' licenses."

The motion was agreed to, and the Bill was read the second time, at length.

NEW BRUNSWICK RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. WARK moved the second reading of Bill (54) "An Act relating to the New Brunswick Railway Company, and to the railways leased to the said Company." He said: This Bill was applied for by the New Brunswick Railway Company, a railway which runs from Fredericton along the River St. John to the American boundary, which branches in the State of Maine. It was connected with another road called the New Brunswick and Campbellton Railway at Woodstock, which connects there and runs down as far as St. Stephen. This road includes the St. John and Maine road at Macadam Junction. It was found desirable that those roads should all be placed under one management, and the New Brunswick Company have leased these three roads, and have brought them under one control. They now ask for this Bill to confirm the contract that has been made.

The motion was agreed to and the Bill was read the second time.

BANK OF WINNIPEG BILL.

SECOND READING.

HON. MR. GIRARD moved the second reading of Bill (29) "An Act to incorporate the Bank of Winnipeg." He said: The object of this Bill is the incorporation of the Bank of Winnipeg with power to do business in Canada, and more particularly in the City of Winnipeg and the North-west Territories. The capital of the bank is nearly five millions of dollars, divided into a certain number of shares of twenty pounds sterling each. The head office will be in the City of Winnipeg, but at the same time other branches may be established in differents parts of the Dominion, and in London, England.

The motion was agreed to, and the Bill was read the second time.

GUELPH JUNCTION RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. McCLELAN moved the second reading of Bill (72) "An Act to incorporate the Guelph Junction Railway Company." He said: This is a Bill for the building of a new line of Railway to connect with the Credit Valley and Canadian Pacific Railway. The provisions are those usually found in such Bills, and as this measure has been passed in another place, I do not think there will be any objection to it.

The motion was agreed to, and the Bill was read the second time.

The Senate adjourned at 5 p.m.

THE SENATE.

Ottawa, Monday, 31st March, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

THIRD READINGS.

The following bills were reported from Committee, read the third time, and passed without debate :

Bill (9) "An Act to amend the several Acts relating to the Toronto, Grey & Bruce Railway Company.' (Mr. Turner.)

Bill (32) "An Act to confirm the lease of the Ontario & Quebec Railway to the Canadian Pacific Railway Company, and for other purposes." (Mr. Allan.)

Bill (29) "An Act relating to the New Brunswick Railway Company, and to the railways leased by the said Company. (Mr. Wark.)

Bill (121) "An Act to amend 'the Steamboat Inspection Act, 1882,' by reducing the fees payable on renewal of engineers' licenses. (Sir. Alex. Campbell.)

BILLS INTRODUCED.

Bill (108) "An Act to amend the Act respecting the inspection of gas and gas meters." (Sir Alex. Campbell.)

Bill (124) "An Act respecting fortifications and military buildings, and their maintenance and repair." (Sir Alex. Campbell.)

Bill (123) "An Act to amend the Customs Act, 1883." (Mr. Macpherson.)

Bill (125) "An Act for giving effect to an agreement therein mentioned between the Government of the Dominion and that of Nova Scotia." (Sir Alex. Campbell.)

SEDUCTION PUNISHMENT BILL.

SECOND READING POSTPONED.

HON. MR. POWER moved the second reading of Bill (6) " An Act to provide for the punishment of seduction and like offences." He said : This Bill was discussed at very considerable length when it was before the House last session, and it has been debated very fully in the other branch of Parliament during at least three sessions. It is not necessary, therefore, that I should trouble the House at any length to-day ; and indeed this is not a subject as to which it is desirable to have a great deal to say. I shall merely call the attention of the House to two important changes which have been made in the Bill since it came here last year, which seem to me to meet, to a very great extent, the objections that were then raised to it. In the first place hon. gentlemen who have looked at the Bill as it comes up to us this year will have noticed that the first clause has been altered in a very important particular. Now the Bill does not apply in any case where the woman as to whom the offence is committed is over the age of 21 years. Hon. gentlemen will remember that last year the hon. Minister who leads the Senate, and some other members who opposed the Bill here, dwelt on the possibility of some comparatively young and inexperienced man becoming a victim to the wiles of a veteran of the other sex. In the form in which the clause comes to us this year that is out of the question ; for the first clause is limited to women under the age of 21 years. I do not propose to say anything more on that point except that, if any hon. gentleman here thinks that a man who, having become engaged to a girl under 21 years of age, deliberately ruins her, does not deserve punishment, I do not envy that hon. gentleman his feelings. I should not care to put myself in his place.

Hon. gentlemen will remember that the second clause of the Bill last year singled out, without any apparently good reason, one class of the community, the school teachers, as objects of special legislation. That clause has been omitted this year. If the Bill should be read the second time, there are one or two slight amendments which will be necessary. Owing to the somewhat hurried way in which the Bill passed through its last stage in the other House, an amendment which was required in the third clause has not been made. That amendment would make it necessary that the evidence of the female should be corroborated in the case of offences under

the first clause as well as those under the second clause.

The second clause of the Bill is one as to which I think there is no difference of opinion. The hon. Minister who leads the Senate, when the Bill was before us last year, expressed his approval of that clause; and, glancing over the debates of the House of Commons of the present session, I find that every one who spoke on the subject approved of the second clause of the Bill.

The Bill in its present shape, I think, is not open to any of the objections that were urged against the measure in the shape in which it appeared at previous stages. It gives no opportunity for blackmail, and it removes the veteran and designing female from the scene; and I hope that as the views of hon. gentlemen have been met to so great an extent, they will deal kindly with the Bill and not refuse it a second reading. I think that it would be calculated, perhaps, to injure the character of this House throughout the country if, after the other House has twice passed a Bill of this sort, we should on the second occasion refuse it the courtesy of a second reading.

HON. MR. DICKEY—I think my hon. friend has exercised a wise discretion in not going into a discussion of this Bill, and I intend to imitate his example. I shall make the motion, which I am about to offer, with a single remark. This Bill has been condemned by the highest judicial authority in Ontario. With regard to a Bill of this description, I may add another single remark, that it is a measure peculiarly under the care of the Minister of Justice, who is the special guardian of criminal legislation, and more especially of criminal legislation creating new crimes. I therefore should like to submit to the Minister of Justice whether this is a Bill which should pass, and whether, if there be any portion of it which he thinks worthy of consideration, it would not be within his province to look at it during the recess, and to consider whether legislation should be had in reference to the subject. I therefore would hope that the House would consent, unless the Minister objects to that course, that this Bill be not now read a second time, but that it be read the second time this day three months, in order to give the Minister of Justice an opportunity of looking into the law, and offering us, at our next meeting, should we all be spared to meet here next year, such a Bill as would provide for the punishment of any possible crime which might be committed, such as we find referred to in the second clause of this Bill. I move that the Bill be not now read the second time, but that it be read the second time this day three months.

HON. SIR ALEX. CAMPBELL—I have no objection to say that the Government will undertake, next session, to present a Bill upon the subject of the inveiglement of young women into houses of ill-fame, and that they will also consider the question of seduction, but I cannot make any pledge with regard to legislation on the subject of seduction. I confine my pledge, with regard to introducing a measure next session, to the offences mentioned in the second clause, but I will give my best consideration to the other subject as well. If that is satisfactory to the hon. gentleman in charge of the Bill, I think perhaps it would be the means of saving a good deal of time to the House.

HON. MR. ALMON—I think to-day should be marked with a white stone in the annals of the legislation of the Dominion. We have had on our orders two Bills to put down very serious offences, one, the lust of the flesh, under charge of the hon. senior member for Halifax, and the other to put down intemperance. The hon. Minister of the Interior, with all the vivacity and freshness of youth, has taken the Temperance Act under the shadow of his wing, and is going to put down drunkenness by law; and my hon. friend from Sarnia seems to have taken another measure under his special charge and is going to legislate to prevent the desecration of the Sabbath. These three great vices are to be put down by Act of Parliament. It is right, I suppose, but if we are to follow the example of the fishermen of Galilee and the tent maker of Tarsus we are not taking the right course. They thought the way to make people moral was to point out the goodness of the Creator and the dangers which we run in the next world from breaking His laws

here, pointing out the path of virtue and drawing us away from vice. But a new rule has taken its place, and we are going to accomplish all this by legislation now. If we are taking the right course, then St. James should have sought a constituency in Jerusalem, St, Paul should have been elected for Caesarea, and St. Peter for Joppa, and introduced in the Sanhedrim laws to put down vice, and thus the persecutions which took place in the early years of Christianity would have been entirely avoided.

I have some objections to this Bill. We have before us a measure to put down drunkenness, which contains 124 clauses, besides sub-sections. That of course will come up later in the day, but why should the lusts of the flesh be put down with only eight clauses if 124 clauses are required to put down intemperance? I cannot see it. Now hon. gentlemen I must say that to a certain extent I agree with what has fallen from my hon. friend the senior member from Halifax. Not that I am at all afraid of having my name put down in black letters in the newspapers because I oppose a Bill which is intended to put down a vice which has pervaded the world since the days of Adam. It is only now that a cure has been found by a member of the Lower House for this great evil, and because we do not swallow it down at a gulp, our names are to be printed in black letters in the newspapers as if we were guilty of vices which mature age, if not morality, should guard us from. I shall not vote for the three months' hoist, but I propose to offer some amendments, and I shall just mention what they are. The first clause states "any man who shall, under promise of marriage, etc." Now that is a very vague phrase. When a promise of marriage takes place with the consent of the parents, and letters have passed between the parties showing that there is no deception on either side, I think the sanctity of such an engagement ought to be preserved. I think any man who, being admitted to the sanctity of a home, breaks through the rules and brings sorrow and disgrace upon the family, deserves the punishment provided in this Bill, or even punishment more severe. But I think if it is a promise of marriage without consent of parents or without letters passing between engaged parties, that the age of the woman should not be regarded. Becky Sharp, I think, was under 21 years of age when her character certainly was not exactly that of a mild and innocent person who would be liable to be taken in by any false promises.

Then I come to the fourth clause, which I entirely disapprove of: it is as follows:

> In every case arising under this Act, the defendant shall be a competent witness in his own behalf upon any charge or complaint against him, and upon his trial for such offence, and may, on such charge or complaint, insist that his evidence be taken.

I think the effect of this would be to encourage perjury. There is an Act on the Statute Book, called the Canada Temperance Act, in which the wife is obliged to give evidence against the husband, the husband against the wife, and both against themselves. As I said on a former occasion that Act might have originated in the reign of the Tudors, but should not have been passed in the reign of Victoria. It is so distasteful to the feelings of the people who live in the latter end of the nineteenth century, that it ought to be abandoned, or the principle should be confined to the Canada Temperance Act.

Another part of the Bill refers to houses of ill-fame or assignation, but there is nothing in this Act to put down such institutions. In Nova Scotia those houses are not allowed. If they are known to exist they are put down by law. This Bill comes from Ontario, and if the people of Ontario, instead of bringing in such measures before us, were to go down to Nova Scotia and copy some of the laws of that province they would not need to be looking for legislation here. If the man who inveigles a woman into such a house is to be punished, what is to be done with the person who keeps the house? In my opinion, the keeper is deserving of even greater punishment, yet that person is allowed to go scot free. In fact the law almost licenses such places by taking no notice of them. If the hon. member for Halifax will make these amendments I shall vote against the motion for the three months hoist; if he accepts the amendments I propose I shall

support the Bill, because, to a certain extent, I approve of its principle.

HON. MR. POWER—I merely wish to say that, as the feeling of the House seems to be opposed to the second reading of this Bill; as the motion of the hon. gentleman from Cumberland is likely to carry, and as the Minister of Justice has declared his intention of bringing in legislation dealing with a portion of the subject matter of this Bill, and of considering the remaining portion of it, I have no desire to press the measure to a vote; and I am quite willing that it should be considered lost on a division, if there is no more discussion on it.

The amendment was declared carried on a division.

THE PRINTING OF PARLIAMENT.

FIFTH REPORT.

HON. MR. SIMPSON moved the adoption of the fifth report of the Joint Committee on the Printing of Parliament. He said: I may state in the first place that our present contract expires on the termination of this year, and it became a subject of serious consideration by the Committee whether we should advertise for new tenders and make a new contract, or consult with the Government and recommend a different system altogether—a system that would embrace the Government printing as well as the Parliamentary printing, and that they should get information from England, France, and the United States on the subject of what may be called Government printing as it exists in those countries. We have heard from different States that they do not like the system of Government printing, and that they generally prefer what they call the contract system. At Washington the printing is done entirely by the Government printing office, and they say it works very well. In England the system is to establish a tariff of rates, and work for the Government is performed by large printing houses under control of competent parties at those fixed rates, so that there can be no jobbery in it. From the information we have received we do not think we are able at the present to advise Parliament on this subject, and we have come to an arrangement with our present contractors to continue the work for one or two years, and in the meantime we will go on and try and obtain information as to the difference in cost in performing the service by contract, and having it done by the Government. As far as the present cost of the service is concerned we do not think it can be done any cheaper; I do not say but what we can get better service, but the rates are very low. As regards the Government printing, we do not think they have any system at all. They do not seem to be under any organization, and we know that the rates are already beyond what ought to be paid. Under the present system, we are paying now for one very important part of the service, the publication of the blue books, and the Government have to pay also for the same edition, that is, the printers receive double composition for this portion of the printing, and it comes to a very heavy sum in the course of the year. We have given the matter considerable attention, and we ask the House to consent to an extension of the arrangement with the present contractors, and in the meantime those of us who are spared will bring in a full report on the whole subject next session. We believe that the service can be performed by the Government more efficiently than it is done by contract, and that the cost will not be any greater than it is under the present system.

HON. SIR ALEX. CAMPBELL—I must ask my hon. friend who has charge of the report to allow it to stand for a day or two until I have an opportunity of consulting the members of the Government in the House of Commons as to the course they think necessary to pursue in the matter.

The motion was withdrawn and it was ordered that the report stand over till Wednesday next.

THE PRINTING OF PARLIAMENT

SIXTH REPORT.

HON. MR. SIMPSON moved the adoption of the sixth report of the Joint Committee on the Printing of Parliament.

He said: This is one of our usual

reports, with the exception of two paragraphs. After recommending that certain documents be printed, and that certain other documents be not printed, we ask you to consent to an increase in the salary of one of our distributors. He is a very efficient officer, and he is now getting $400 a year salary. The Committee were unanimous in recommending that his salary be increased to $600; and we also recommend that our sessional messenger who is getting $200 a year should be increased to $250, the same amount that is paid to the messenger for the House of Commons. I may say that the House of Commons have adopted this report unanimously, and we in the Committee were unanimous in making the report.

The motion was agreed to.

THE LIBRARY OF PARLIAMENT.

FIRST REPORT.

The order of the day having been read, "Consideration of the first report of the Joint Committee on the Library of Parliament,"

HON. MR. ALLAN said: This report has been delayed from time to time in order to await the result of its being presented in the House of Commons. The report as presented there did not meet with the concurrence of the House of Commons, and it has been referred back to Committee. I shall move therefore that the order of the day be discharged and that the report be referred back to Committee.

The motion was agreed to.

DOMINION LANDS ACT AMENDMENT BILL.

IN COMMITTEE.

The order of the day having been read, that the House resolve itself into a Committee of the Whole on Bill (D), "An Act to amend the Dominion Lands Act, 1883,"

HON. MR. REESOR said: Before the House goes into Committee, I beg to say a few words. This Bill, like the Act of last year, does make some improvement upon the existing Land Act, but while it recognizes a very important principle, it does not carry out that principle to its legitimate conclusion. I regret this, because I believe if we carry out this principle fully it will cause a revolution in public feeling in the North-West, that will not only be gratifying to the Minister of the Interior himself, but will be gratifying to the whole Dominion, and instead of the stream of emigration flowing out as well as going into that country, we will find that there will be an increased tendency in the direction of settling that country, and very few desiring to leave it. There are certain features in the land laws of the North-West that are not recognised in land transactions in any other part of the British dominions. They are so arbitrary, so severe, so unjust, and so difficult in all cases to meet, that the existence of these features under the present law has been the cause of a great deal of heart burning and dissatisfaction, and of what we might fairly term a system of legalized robbery of persons who go into that country. It operates in this way: Parties who go out and select land for settlement incur considerable expense, let them exercise every possible amount of economy. By the time they have their lands selected, and pay their passage up, and the expenses incurred while there, and have returned again, taking into consideration the time occupied and the fee paid to the land office—they will be out of pocket from $100 to $150. The next step is to erect a building of some kind that will serve their purposes during a part of the year at least, upon the property. They also, if their intention is to become settlers, break up a portion of the prairie land for cultivation. All this is eminently right and proper, and no doubt nine-tenths of the settlers intend to do so when they go there. Having gone to the expense of erecting a small building fit for habitation, and the necessary outbuildings, and preparing for the first crop—although it may be only ten acres—the settler will have to incur another expense of from $100 to $200 at the lowest calculation, so that before he has been there a year, he will probably have expended in time and in money at least $300.

He still goes on with the hope of getting through and performing all the conditions required by the law. These conditions

are actual residence during six months of each year for three years. If any difficulties should arise; if by any accident or any mishap he is prevented from continuing his residence six months in each year upon his place, under the Act all his improvements are forfeited, and I dare say that 1,000 such instances could be counted in Manitoba where the expenditure and improvement made by settlers have been forfeited by the local agent or the inspector, and that probably not in one case out of a hundred of these forfeitures have the particulars reached the head office in Ottawa—nothing more than that they have heard that such a party, not having fulfilled the conditions required by law, has forfeited his claim. The settler does not employ an attorney. He is too poor, and perhaps sometimes too ignorant to make a proper representation of his case to the Minister of the Interior at Ottawa; the consequence is he gives up the whole case, abandons the country, and goes across the border with feelings in his breast that we have no desire should exist in the heart of any of Her Majesty's subjects in the North-West. Now, in forfeiting his improvements which may have cost him from $300 to $500 he gets no pay for his expenditure; it is declared forfeited and the land may be sold to any one else, with his improvments; whereas if the case were properly laid before the head of the Department in Ottawa the Minister would at once decide that it would be a cruel thing to deprive that man of his property, but as he has not fulfilled the conditions of the law there is only one remedy. Now, let us see what the remedy is. We must declare the homestead forfeited, but we can sell it to the party again for $2 an acre. After all the expense the pioneer has been at in opening up and settling that country it is too bad to charge him double the price that you would charge a stranger for the same land, after his having forfeited it. The Government has been selling land all over that country at half the price—thousands of acres have been sold at $1 an acre.

HON. MR. MACPHERSON—When?

HON. MR. REESOR—Some five or six years ago: a great deal of it has been sold on a credit of ten years on an instalment of ten cents an acre paid down. I know of one man who purchasad 10,000 acres and paid only $1,000 down, and before three years he was offered $5 an acre for it. If he had sold then he could have cleared $40,000 on his investment of $1,000. Now, it is admitted on all hands that a man who incurs the expense of entering upon a homestead and improving it does so at an outlay of $200 or $300, and he should not lose that investment; he ought to have it in some way. In case he is unable to carry out the provisions of the law he ought to be allowed to sell out to some one else who can fulfil the conditions; or he should be allowed to employ a substitute by whom all the necessary improvements could be made and who would occupy the property during the time required by law. It would be a most cruel thing to deprive a settler of the result of two or three years of his labor, or perhaps the best years of his life and say that his money and his property are forfeited to the Government because from circumstances, probably beyond his control, he has failed to carry out the continuous residence required by law. Then the only alternative offered to him is to re-sell the land at double the price per acre that would be paid by a speculator, who has made no improvement, and has incurred no expense to obtain land, beyond the payment required by the Department. Now, supposing anyone in Ottawa, or in any of the cities of Canada, sold a building lot to a purchaser, and got a certain payment down, and the purchaser has to make another payment in a certain period and starts to make improvement on the lot; he commences his building, and proceeds to a certain extent, but, owing to conditions beyond his control, he is unable to go on. Well, he goes to the party from whom he purchases and asks whether he will not be allowed to have further grace so that he can carry out his contract, and of course he is allowed to do so. I venture to say that the hon. gentleman who is at the head of the Department of the Interior, in his private capacity, would not think of denying to parties who had purchased property and who had made certain improvements, some latitude, if they were unable to carry out the strict letter of the contract, through misfortunes which they could not foresee and provide

against. Yet, in dealing with the public lands we are dealing with men who are not wealthy, in many cases, but who are struggling to make homes for themselves, and who must practise a great deal of self-denial to ensure that result, but if they are disappointed in their hope of carrying out all the conditions, they are deprived of the privileges that every other man would be given in outside transactions between man and man elsewhere. Now I say this is a great cruelty, and one which ought not to be perpetrated. If the hon. gentleman at the head of that Department would bring in a Bill so to amend the law as to remove these grievances and disadvantages, I do not hesitate to say that he would immortalize himself in such a way, and so raise his name in the estimation of the people of the North-West and Manitoba, that it would take a great many bad acts to make him unpopular there. Now, I will not detain the House longer at present, but before I conclude I wish to call attention to one feature in this Bill. It is provided here—I suppose as a mitigation of the difficulties under which sometimes people labor in having to live isolated in that prairie country—that a man may live with his father, mother, brother or sister instead of residing upon his own place, provided these relatives live in the neighborhood or near to the land he has entered upon. But, as though there was a design to make the difficulties greater than most of them could surmount, the man is compelled, not only to spend six months in each year with his relations, butthe whole time, from the day that he completes and perfects his entry, to the day that he demands his patent—with the exception of three months that he has to live directly upon the property. Now, where a family of three or four young men settle in the prairie country, to have the option of living together is a great boon, but to say that they shall live there during the whole of that time, and not be allowed to go out and earn money in some of the towns—

HON. MR. MACPHERSON—That is not intended.

HON. MR. REESOR—If it is not intended the Bill ought to say so. From the reading of the clause they are compelled to spend their whole time, either upon the property, or with some of their relations; this is a great drawback and an immense disadvantage.

HON. MR. MACPHERSON—I tell the hon. gentleman that no such drawback exists. They are not required to live any longer with their friends than they would be to live in their own houses,—it is just the same time.

HON. MR. REESOR—Well, if the Bill could be amended so as to bear that construction, I should be very glad, but I have submitted it to a very good lawyer—and I claim to have given the matter some little attention myself—and I am advised that it bears the construction which I give it. I will just read the clause slowly:—

"Provided that a person claiming to be entitled to obtain a patent for a homestead, or for a homestead and pre-emption, as the case may be, under either this or the next preceding sub-clause, shall also be entitled to receive a patent upon proving that he has erected upon his homestead a habitable house and has *bona fide* resided therein for not less than three months prior to the date of his application for patent * * * ."

So far the clause may be well enough, but hear what follows:—

"That for the period between the commencement of such residence and the time within which, by clause thirty-one of this Act, it is provided that a homesteader shall perfect his entry, the applicant has been *bona fide* resident with a parent, son, daughter, brother or sister of such applicant, as the case may be, in the township in which or in a township adjacent to that in which his homestead is situateted * * * ."

This is as plain as that two and two make four, and I cannot see, however long one may study it, that it is open to any other construction than that a party is bound during the whole time between the period in which his homestead entry is perfected, and the time that he applies for the patent, to reside with his relations, except for the three months during which he has to reside upon the particular lot he has entered. If the Minister says that is not the intention—and when I first read it I thought it could not be possibly intended, and that there must be a mistake somewhere—if he says that was not the intention, perhaps the further consideration of

the Bill might be postponed until to-morrow.

HON. MR. MACPHERSON—It is not necessary.

HON. MR. REESOR—Then, we will have to go on with the discussion to-day. Now I think this is particularly onerous. We know that no part of the settlers in Manitoba have been more successful than the Mennonites have been. They are under no such restraints; they may live together—a whole family of two, three or four sons as the case may be—but they are not obliged to live together for any particular number of months or days in the year, but two or three of them can, if they are able, perform the necessary labor in putting in their crops; they may be left on the homestead to perform that labor, while the others can go and earn money elsewhere to enable them to buy their agricultural implements to stock their farms, and otherwise to provide for the maintenance of the family. Those people have produced more grain, have raised more stock, and prepared more dairy produce, per man, than any other section of the settlers in that country; but, as I said before, they may work where they please or where they can earn the most money, and the consequence has been that they have proceeded rapidly with the development of their lands and have produced large and valuable crops, which have added considerably to the wealth of that country. What I ask is that every person who goes there should have the same privileges. I was met last year by the assertion of the Minister of the Interior that there was danger of opening the door to speculation in that way, but I maintain there is nothing of the kind; that not a single instance can be shown ever since the North-West country has been purchased, where speculators have gone in and brought land under cultivation to the extent of 40 or 50 acres, for the simple purpose of buying the land. I venture to say that the Minister himself, in all his experience, cannot produce such a case; and why should a man who simply wants to speculate in the land, go to the expense of thousands of dollars to bring it under cultivation and put buildings upon it? It would not pay him, and it would be far better that he should take his money and invest it quietly as speculators have done heretofore. It is not a kind of thing they do, but if a speculator could be induced to pay the Government the price they asked, and to put his money into the land in that way, he would be doing great good to the country, and might be aiding and helping a poor man to get a home of his own. Many men go there that are unable to bear the hardships and to find the necessary provisions to enable them to live upon a prairie farm until they have earned money somewhere, and if some of these speculators could be found who would go in and cultivate their farms and so give employment to those poor workmen, the result would be that in two or three years those laborers would be enabled to enter homesteads of their own. In that way speculators would do valuable service, but as I said before I do not think a single instance can be produced where a mere speculator has gone in and brought forty or fifty acres of land under cultvation. There is no danger of the door being opened in that direction. Then, again, I would refer to another incongruity and inconsistency in this Bill: you allow members of the same family to live together, and a man who has a mother, father, brother or sister, may be benefited by this Bill; but a poor wretch who happens to have no relations at all there, but who may have a friend in the neighborhood of his homestead, is not allowed to live with such neighbour or friend, but is obliged to live all alone, in a condition of enforced idleness in his shanty on the prairie. Now this is unjust and unfair. I approve of that clause which compels a settler to make certain improvements upon his homestead, because it removes all possible doubt as to the sincerity of the parties in making it their home, and if any misfortune happened them, it would be a home for somebody else. But, should misfortune happen them, they ought to be allowed the benefit of their expenditure; they should be permitted to substitute somebody else to take their places, and not to be treated as though they were criminals, and made to forfeit all they have done, when they are ill able to spare it. It has occurred in hundreds of instances that parties have lost the savings of five or six of the best years of their lives, which they

have devoted to these homesteads, because they failed to fulfil the conditions in some one or two years, in giving the necessary and continued residence of a certain number of months in the year. The law distinctly declares that they shall reside a certain number of months—six months in each year—upon their homesteads, but if they fail in any one year to put in that six months, they are not entitled to the patent, and of course they cannot get their oath confirmed by two disinterested witnesses outside, which is necessary to entitle them to the patent. In my opinion, all parties should be placed upon the same footing, whether the man may have friends living there—whether he may be wealthy or poor—he ought to have the same opportunity and advantages as those who go in with their families. If he has not a father, mother, sister or brother in that country, he ought to be allowed to do the next best thing, namely, to live with some friend in the neighborhood, with whom he might work, securing the aid or services of such party to help him in return. It frequently occurs that a man going out from Ontario would like to take a good reliable servant man with him; perhaps it may be he has had that man for years before he left Ontario, and if he could hold out to him the inducement that he would assist him in getting a homestead he would have no difficulty in persuading the man to accompany him, though, without such inducements he would not go. If a farmer from Ontario were allowed to make such an arrangement he might take a laborer with him whom he could aid by furnishing a team for taking off the man's harvest, which would perhaps only take two months in the first year, and two or three months in the second and third years, which would provide the man with means for getting his house and entering his homestead; and in return the laborer would work for the farmer and so repay him the aid he had given. Thus, by the time the three years had expired, the workman would perhaps have a nice homestead ready to occupy, with 30 or 40 acres of land under cultivation. I do not see why a privilege of that kind should not be allowed. You allow these advantages in certain special cases; you select a family and say that a man may live with his father, mother, brother or sister, and so escape a condition of enforced idleness and hardship in a lonely shanty on the prairie, and why not allow it in other cases? Why make fish of one and flesh of another? These are matters which ought to be considered, and when a certain principle is laid down in the Bill, it should be made harmonious, so that where a man has no relatives there he might be allowed to live with a near neighbor. Even supposing that a settler who has, through some misfortune, been unable to comply with all the conditions prescribed, though in most respects he has done what is required of him—even if he had intelligence and means of communication sufficient to write letters in the proper form to the office here in Ottawa, I have no doubt he would get some relief, but it would be a very severe and very poor kind of relief if he has done enough to entitle him to his land. He would be told at Ottawa "The best thing we can do for you is to declare your claim forfeited, and charge you $2 an acre for the land," which is quite as much as the Bell farm, or the Colonization Company, or many speculators have paid. I do not complain of the sale to the Bell farm, or to properly organized Colonization Companies, for I believe they will accomplish a great deal of good; but what I do complain of is, that while these large companies and wealthy men are allowed the privilege of getting land at $1 per acre they are not obliged to cultivate at all, or to make any improvements upon it, and therefore I think it is unfair to select the poor struggling emigrant from the other Provinces, and compel him to sacrifice all he has done, because, through some misfortune, he has not been able to fulfil the letter of the law. Why not leave a loop-hole somewhere, by which a remedy can be applied? As it stands now, if they go to the land office to inquire, the officer simply points to the law and tells them "It cannot be done; you must sacrifice all you have done, and consider that nothing towards paying for your land; you have got to pay just double the price that those large land companies pay." Is that fair, or just, or honest? Is it surprising that the people have chafed under it almost to the point of rebellion; or that some of them have crossed over to the American territory, possibly to get into the hands of

people who will treat them even worse? Men who are sons, or grandsons, or great grandsons of the united empire loyalists, and who have been born and bred beneath the union jack, have gone from their own country, but often with tears in their eyes. I have had letters over and over again from the North-West telling of cases of suffering and hardship having led to these results, and those people believed, naturally enough, when the statute was pointed out to them, that there was no remedy; that no officer of the Government could give them redress, because no redress was provided for. I say that such a state of things is neither fair nor right; it should not last, and I cannot think that the Senate of Canada will consent to its continuance. I have done my best to show some of the evils which should be redressed, and will now leave it to others to give their views.

Hon. Mr. SCOTT—In looking over the proposed amendments, I think it is rather to be regretted that the Minister of the Interior has not seen fit to bring together in this measure all those clauses which affect homesteads, because it is extremely difficult to comprehend the intention of the Bill, if one has to refer to the Act of 1883 now on the Statute Book. In legislation of this kind it is of very great value that it should be so simple that he who runs may read, but it would require more than the ordinary intelligence to interpret truly the intention of the Act. It has to be studied and worked out by people who are not familiar with the interpretation of statutes, and therefore I think it would have been extremely desirable and useful, had the Minister seen his way to have repealed all the clauses in the Dominion Act respecting homestead and pre-emption and re cast it in that way. I can myself see the very great advantage that will follow from recasting it, because I confess, I cannot at this moment realize the bearing of the observations of the hon. gentleman who has just taken his seat, in connection with the amendments made in the Act of 1883. I desire only to say generally with reference to legislation of this kind, that I think too much rigidity should not be exercised in constructing statutes of this nature. No doubt the desire of all of us is to people the North-West as rapidly as possible, but I say it is quite impossible to lay down any arbitrary or stringent rules that would govern people who go in there and take up land. Under this statute the Minister and those interpreting the law for him would, I assume, be bound, supposing a man had only in his first year broken up nine acres, and that in the second year he complied with the cultivation conditions, but not to the extent designated in this Bill, and if in the third year some other contingency arose, which could not have been guarded against, the Minister would be governed entirely by the rigid and strict limitations which have been imposed upon the interpretation of those who have the administration of this statute. I have had, myself, a good deal to do with the administration of free grant lands in the Province of Ontario, as the hon. gentleman opposite knows, and have had occasion to pass upon a good many hundreds, perhaps thousands of cases, and I have found that they all more or less turn finally upon some individual peculiarity, and therefore I do not feel that one ought to be tied up in the interpretation of the rules and regulations, by an act of Parliament. From my own experience I have felt that it was quite impossible to be governed by those cast-iron rules that can only be laid down in the Statutes, but that should not be applied to such cases as the taking up of land. I know from personal experience that parties do often profess to take up land on free grant or homestead conditions when the intention is a fraudulent one, and therefore it is very well to make provision for such cases. I do not profess, myself, to give my own personal experience of the working of the law in the North-West, for I have not had the opportunity of sufficiently enquiring into it to warrant me in giving at all a valuable opinion. True, I have been up in that country, and have had conversation with some of the settlers there, but I am sorry to say that I did not push my enquiries far enough to enable me to express any decided opinion upon the subject. I think, however, that the largest amount of latitude ought to be given, and the greatest possible consideration extended, in all cases where one was satisfied that the settler was a really honest and *bona fide* one, because it is not difficult to conceive circumstances that may arise

to prevent due compliance with the law. I should be extremely sorry if any settler who had made a half attempt to conform to these regulations, should have his claim forfeited and his land sold. I have some curiosity, which I shall probably gratify in a short time, to trace out a case that came under my own observation, the details of which I shall send to the Minister. A man came all the way from the County of Prince Edward, and went some four or five hundred miles out on the prairie and took up land before a single settler had gone in there. He went out with his three sons, and they had taken up land in the neighbourhood at the same time. He told me, and I have myself evidence of it, that he had expended $1,500 in the improvements which I saw there, and I think it is quite within the figure. It was last season when I was there, but they were then not continuing their improvements. I asked them why they were doing nothing that year, and the father replied "well, I have been working here, myself and my two boys, but we have been told we must not stay, that this land is required for other purposes." My answer to him was this: I said "there is not a Government in Canada strong enough to turn you off this land; my advice is to hold it in spite of all the officers; you need not be alarmed, I do not think that the powers that be could turn you off, unless gross misrepresentations were made." The man however, said "I will do nothing more, I cannot lay out any more money; the authority comes from head quarters and I have been notified by an officer of the Department that it is quite useless my making any further improvements, as this land is intended for some other purpose; and the land of my sons is also required." I felt that in this particular case there was an extraordinary grievance that ought to be remedied, for under no possible condition of things can I conceive that any man who settles upon land in its naked state should ever be disturbed. The Minister of the Interior, and the hon. gentleman who sits upon his right, have personal knowledge of the fact that in the Province of Ontario settlers who came in and went on lands, kept them as long as the title had not left the Crown, and I have yet to learn, after considerably more than a quarter of a century's experience, that a single person has ever been turned out by the Crown where the location was honestly made. To this day you cannot go into the Crown Lands Office in Ontario and buy a single wild lot on the north side of the wilderness of Lake Superior or Lake Huron, without taking an affidavit that no man has made any improvements upon it, and that there is no claim on the part of a settler to it; so that a settler can go in with the most perfect freedom, on the north shore of Lake Huron, along the valley of the Ottawa or the Mattawa, up the Temiscamingue, over that whole country, which is vast in its proportions, and take up land where he pleases, and no man can turn him out. The Crown never will do so unless they are perfectly satisfied that no improvements whatever have been made upon it; and to-day I say that the Commissioner of Crown Lands would not sell a single acre in the wilderness of the Upper Ottawa, unless an affidavit were filed that no man had made any improvement upon it. Some men who had made improvements in that way had remained upon those lands for a quarter of a century, without obtaining their patents, but they trusted in the honor of the Crown and felt that their property was safe and that no regulation from head-quarters, no Act of Parliament, no arbitrary act either of Land Commissioner or Land Board could disturb them. I am speaking now by the book of the policy that has settled the great Province of Ontario. That was a principle that guided the Commissioner of Crown Lands in the interpretation of the Statutes, and I doubt if at any time in the whole history of Ontario you will find on the Statute Book a law drawn up of the arbitrary character of the Bill which is now before us. I have no doubt that the Minister of the Interior, and those vested with executive power here, would be disposed to deal liberally with the settlers, but the very provisions of this Bill take out of their power the right to do so.

There is no gentleman in Canada that I would select to be a fairer tribunal than my hon. friend opposite, if the cases were brought under his own personal supervision. I have not the smallest doubt that he would decide as any one of us would—fairly and justly in proportion to the labor that had been expended on the

land, and if by any possible circumstance it became absolutely necessary to cancel a location, he would follow the invariable practice, which has been to cancel it only on the payment of all the expenses. The invariable practice of the Department of Crown Lands in Toronto has been, before awarding a judgment, to require the purchaser to pay the last farthing of cost and labor the original locatee has expended on the land. That is the sound principle that ought to prevail in the Department of the Interior. It may be a principle which does prevail; I am not questioning it just now, because I confess with shame and sorrow that I have not investigated this Bill as carefully as I should: I merely draw attention to the system by which our country has in times past been settled, a principle which prevails to this very hour. While we are inviting settlers into that country, it is of the utmost importance that no man should be shocked by severe treatment at the hands of the Government. Let any one of us put himself in the place of the settler who lands in the North-West with his family, with perhaps five or six dollars in his pocket: how can he take up land? He may select a lot, and may devote a month or two to the improvement of it, but he must earn the money to pay for it by selling his labor to other parties, and it is in the interest of that man that I raise my voice, and in the interest of the settlement of the North-West. I desire that the Government in the construction of our laws for the administration of the Department of the Interior would give the most liberal jurisdiction to the gentleman in charge, or to those to whom his power may be deputed. Here I draw attention to another point which is important, and that is the selection of agents to whom this extraordinary power is given. I think there should be in all cases an appeal to the fountain head. I have had some experience of agents and I have had frequently to reverse their judgments. They are very often heartless. They do not give that time or attention to the subject which it demands. They are very frequently narrow-minded; they are not governed by the views which the head of the Department naturally brings to bear on the subject, and therefore I think it is very important that there should be ample supervision, and above all things there should at least be power given the head of the Department to see that no wrong is done, and the Department should not be tied up by rules so stringest as, I see, are provided for here. The Bill says:

> "That within the first year after the date of his homestead entry he broke and prepared for crop not less than ten acres of his homestead quarter section; that within the second year he cropped the said ten acres and broke and prepared for crop not less than fifteen acres additional—making not less than twenty-five acres; and that within the third year after the date of his homestead entry, he cropped the said twenty-five acres and broke and prepared for crop not less than fifteen acres additional, making in all not less than twenty-five acres of the said homestead cropped, and fifteen acres additional thereof broken and prepared for crop, within three years of the date of perfecting his homestead entry."

I say a man to do that must have capital of his own. You cannot expect an ordinary working man with two or three hundred dollars in his pocket, to go in there and support his family and comply with the conditions of that clause. Putting it there so rigidly, if you delegate your power to either the Board of Commissioners or to the Land Agent, or any subordinate of that kind, you get a report from him in conformity with the statute. He judges everything—I suppose his powers are limited so that he is obliged to do so in all cases—by the Act of Parliament, and therefore, I say it is extremely unfortunate that in laying down rules for the settlement of that country we should not give far greater latitude to the settler. I should hope that my hon. friend would at least take into consideration the suggestion I have made, and that this Bill should be so re-cast that it would be a homesteader's Bill, so that any one taking it up would be able to see what the regulations are. As it stands, he would have to refer to two statutes, one of them very cumber some. Simplicity is very important, and it should be made perfectly clear what the settler assumes when he undertakes to locate himself on a lot in the North-West.

HON. MR. MACPHERSON — The powers given to the Minister of the Interior under the existing law are very large, and they enable him to extend great forbearance to the homesteader. The

object of the amendments now before the House is to relax the conditions, not to make them more stringent for the homesteader. In the clause to which the hon. gentleman from Ottawa has referred, especially, it is to allow members of the same family to live together, but inasmuch as the very condition on which the land is given free to settlers is that they shall cultivate it—under the existing law they shall live upon and cultivate it—it is thought in allowing them to live off the land until three months prior to their being entitled to their patents, there should be a stipulation that a certain area shall be cultivated by them. That is all that is done. The area stipulated for is an exceedingly small one, as I am informed by people familiar with the North-West and familiar with the areas annually brought under cultivation by the settlers. I name small areas in the Bill so that it would be scarcely possible for any settler to fail in cultivating the area stipulated for. Then there are provisions in the Act which enable the Minister of the Interior to extend the time for fulfilling the homestead conditions, to give leave of absence, and really do everything that is reasonable in the way of extending forbearance to the *bona fide* settler. The whole object of the Government is to promote and advance the interests of the *bona fide* settler as opposed to those of the speculator. I am not aware of any such case as my hon. friend from Ottawa has mentioned, and I should like to have the particulars from him. There are certain reserves, such as reserves for town sites, and reserves of coal lands, but I am not aware of any case where a homesteader who took possession of the land which he is allowed by law to enter for (that is agricultural land) has been treated as my hon. friend describes. I shall of course look into it when the hon. gentleman brings the case before me. It is necessary at so great a distance as the North-West is from the Capital that agents should have a good deal of discretion, but their power is limited by the law and by the instructions which they get. My instructions to them are that wherever the interests of the Crown and the *bona fide* settler conflict, to give the settler the benefit of the doubt. No decision of an agent is final: they can all be referred to head quarters here, and I am not aware of any complaint against the decisions at head quarters.

HON. MR. SCOTT—Am I right in what I hear, that the agent at Winnipeg who adjudicates the cases where disputes arise has not a final power of settling?

HON. MR. MACPHERSON—No. It is impossible that there could be a final dicision short of headquarters. Not only is there an appeal to the Minister, but from him there is an appeal to the Governor-General-in-Council.

HON. MR. SCOTT—We know what that means.

HON. MR. MACPHERSON—With respect to the decisions of the agents, the land board consists of the commissioner and the inspector of agencies, and their decisions may of course be appealed from to the Minister.

HON. MR. SCOTT—Have there been any appeals before the Minister?

HON. MR. MACPHERSON—When in doubt the Commissioner reports his views before he gives a decision, and if they are not what the Minister of the Interior may consider they ought to be, the decision is given in accordance with the views of the Minister. I am not aware of any forfeiture of improvements. When lands were cancelled before the passing of the Act of last session as a general rule they were sold subject to payment for the improvements. The Act of last session put an end to what was called homestead jumping. Previous to that men watched for the expiration of the six months within which homesteaders are to enter for their homesteads, and if the entry was not made within the time, whoever obtained the cancellation of a homestead entry had a right to enter for it. That right was taken away last session.

They may still apply for the cancellation of an entry, but they themselves are not entitled to entry for it. It reverts to the Crown, and the Minister of the Interior may allow the person who originally held it to re-enter if he sees fit.

Now, with respect to what the hon. gentleman at the end of the room (Mr Reesor)

said, he has repeated to-day the speech which he delivered so frequently here before and which I have replied to several times, and which I replied to in anticipation at the second reading of this Bill. The hon. gentleman was not in his seat then. He has mislead the House by saying that it is possible for the speculator to buy land now at $1 an acre, but that the working-man has to acquire it under very difficult circumstances. Now, that is not the case. There is no land purchasable at $1 an acre at present, and there has not been any for I do not know how many years. The homesteader can enter for his homestead quarter section free, and he can at present acquire a pre-emption at $2.50 and in certain portions of the country at $2, but $2.50 is the general price. If he takes a half section the price of it averages $1.25; if he is content with a quarter section it will cost him but the entry fee of $10.

HON. MR. REESOR—How long since the price has been reduced from $2?

HON. MR. MACPHERSON—Long before I had anything to do with the Department. I do not think that it is necessary to say more on the general question.

With respect to the second clause, my intention was, and is, not to render it more difficult for a settler to acquire his homestead, but to facilitate his doing so, and his living with his relatives during the portion of the three years will be considered the same as if he had lived in a house upon his own homestead. I shall have this clause revised, and if necessary, will add a few words for the purpose of removing any doubt as to its meaning.

HON. MR. SUTHERLAND—I wish to ask the Minister whether there is any intention of putting in an amendment that a young man should be permitted to reside with a friend or a neighbor within the distance mentioned in the Bill.

HON. MR. MACPHERSON—No, I do not propose to do so. There does not seem to be any good reason. Young men who are not related to each other have nothing in common, no common purse, and to dispense with residence in the manner proposed would be abolishing the homestead principle without any good cause. The proposed clause abrogates the homestead principle to a limited extent, but there seems to be good reason to do so; it is done in the interest of families. On the other hand there does not seem to be any reason for extending the principle to young men who have no relationship to each other.

HON. MR. REESOR—I would call the attention of the House to the 34th clause of the Act of last session, which provides that:

"In case it is proved to the satisfaction of the Minister, that a settler has not resided upon and cultivated his homestead, except as herein provided for, at least six months in any one year, the right to the land shall be forfeited, and the entry therefor shall be cancelled; and the settler so forfeiting his entry shall not be eligible to obtain another entry, except in special cases, in the discretion of the Minister of the Interior."

Then in the 35th clause it says:—

"A homestead, the entry of which has been cancelled, may, at the discretion of the Minister, be held for sale of the land, with the improvements, if any,—or of the improvements only in connection with homestead entry thereof,—to another person."

I cannot find any provision in the whole Bill where he is authorized to hand over those improvements to the party who made them. Then it must be borne in mind that a man's expenses in making those improvements will be exceeded by one or two hundred per cent. what would be realized for them, because there are his expenses in prospecting for the land and making the entry, and all those things are to be taken into account, and if his improvements are sold just for the price of the house and stable, and value of the ploughing, the loss to the party making the entry in the first place may amount to $200 or $300, and I can see no authority by which the proceeds of the sale may be handed over to the party who made the improvements. I should like the Minister to consent to this, if he will consent to no more: that he would allow himself the power, or the discretion, in certain cases to declare that a party shall be entitled to the patent on proof that he has erected upon his homestead a habitable house, and has cropped for two years successively, not

less than 45 acres of such homestead, such proof to be to the satisfaction of the Minister of the Interior. The Minister will not then grant a patent where the improvements have been made, unless he is satisfied of the *bona fides* of the applicant.

HON. MR. MACPHERSON—I would say in reply that when lands are given away, as free lands in the North-West are given, they must be given on some conditions, otherwise there would be really no law. The hon. gentleman is proposing again to do away with the homestead principle altogether, that is, to do away with residence. It seems almost as if the hon. gentleman were suggesting this amendment with a view to some particular case. It is not possible for us to legislate in that sense.

The House went into Committee on the Bill.

HON. MR. MACPHERSON moved the adoption of the first clause.

HON. MR. POWER asked if the Minister of the Interior proposed that this clause should operate after the expiration of the present year?

HON. MR. MACPHERSON said that under the existing Act, pre-emptions terminate on the 1st of January next.

HON. MR. POWER wanted to know whether the Minister proposed to continue pre-emptions after that time, or whether this amendment that was now proposed was limited to the present year?

HON. MR. MACPHERSON said it would be limited to the present year by the existing Act. It was not proposed to ask Parliament to change the decision they had arrived at last session with respect to pre-emption, although there was a good deal to be said in favor of doing so.

The clause was agreed to.

On the 2nd clause,

HON. MR. MACPHERSON said that if the clause did not carry out fully the object which he had intended in introducing it he should have it examined and revised by some one learned in the law to add the necessary words to make it clear.

HON. MR. HAYTHORNE hoped that the Minister of the Interior would take advice on the point that had been so ably brought up by his hon. friends from Yorkville and Winnipeg. He considered that too great precautions were being taken to prevent imposition with respect to settlement on lands. Settlement would be promoted by giving more latitude to those who wished to go in upon the land. If settlers were permitted to live together and co-operate with each other in working their lands they could accomplish more and succeed better than if they were obliged by law to live separate and independent of each other, each upon his own lot. He hoped the Minister would put everything else aside and give careful consideration to this point, because he knew from experience that one of the most important steps was the first plunge a settler made in obtaining his land. What is absolutely essential at that period is something like certainty that the labor he puts into his land in his early days is not to be torn from him by force of law. Agents are proverbially fond of establishing a character for activity, and generally consider that the more active they are in enforcing and carrying out the law, the more serviceable they are to their employers, and in that way they sometimes do a vast deal of injury to settlers. For these reasons he thought the clause as it stood was unwise and would tend to defeat the object which the Minister desired to carry into effect.

HON. MR. MACPHERSON believed that nothing could be more in the interest of the speculator than to allow any number of young men to take up lands and live together dispensing with residence, and to be indifferent about the cultivation of the soil. He did not see his way to take a step in that direction.

HON. MR. SUTHERLAND—Enforce the cultivation, but not the absolute residence.

HON. MR. MACPHERSON said that this was as far as he thought it safe to go at present. If it were found to answer well and could be safely extended—

although he did not anticipate it himself—it would be a matter for consideration in the future by himself or his successor.

HON. MR. DICKEY said the Act as it stood contained two principles, one successive cultivation of the soil for three years, and the residence at the end, after the clearing, of three months. Those two principles underlie this amendment, but he could not for a moment conceive that there should be any question that the first principle was severe enough. The requirement of a large extent of 40 acres—embracing one-fourth of the whole property—being brought under cultivation in three years was very severe, and if it was fulfilled there was the very best security to the Department that the party intended seriously to become a settler; but it did not stop there, because it required him for a period of three months before the time expires to build a house and be a resident on the land. If those two principles were carried out he thought the Department had all they could reasonably require; he thought, therefore, as the logical result of the amendment to this, that the Minister of the Interior should look carefully into it and see whether he should bind down the settler with hard and fast lines to live with anybody while making those improvements. There was one position taken by his hon. friend from Ottawa that he did not agree with, that was that a very large discretion should be left to the Minister. He thought it was very much better that the law should be made so plain as to admit of no misconstruction, and if they were to leave discretionary power in the hands of the Minister it should be of a very simple character, and for this reason: the law was made use of in the neighboring country with a view to showing the advantages possessed there in regard to those homestead regulations. Our regulations were infinitely better than those existing in the United States, but it should be the policy of the Department to have no hard and fast lines in the Act that would require anything more than was reasonably required from settlers, than would enable the people of any other country to produce this Act and say: "This is the law, and it is only under this law you can get any advantages in Manitoba or the North-West." He did not see the propriety of making it a condition that a young man if he did not reside on his lot, should live with the father or mother, or brother or sister, when he could reside with anyone else.

HON. MR. MACPHERSON said the law as it stands requires both residence and cultivation as a condition of settlement. In certain cases it was proposed to modify these conditions as far as residence was concerned, and for that purpose it was necessary to stipulate for a certain amount of cultivation. It is not necessary to stipulate for a certain area of cultivation when residence is required, because when a man lives on his homestead he must cultivate sufficient to support him; but when residence is not required it is necessary to stipulate for the cultivation of a certain area, and that area has been placed at a very small acreage. The land regulations of this country even as they are now are much more favorable to the settler than the land regulations of the United States, and this very amendment would make them still more so.

HON. MR. PLUMB could not see what possible difference it could make whether a man lived on his own lot or with his neighbor, provided all the other conditions were complied with. Why should he be restricted? If the object was to give a young man the privilege of living in some other place than on his homestead, and still compel him to cultivate his land—for that was a condition which was indispensible—he did not see why he should be restricted to living with a relative, because a man might not want to live with his mother or his mother-in-law, but might prefer to live in some other way, and he could no see why they should not go a step further.

He thought it was exceedingly desirable that the homestead principle should be strictly adhered to, and it would be very unfair if it were otherwise. It was necessary that the lands should be put under cultivation, and what the Government wanted was that those who took up lands should live upon them. It was not the intention that any privileges should be given to speculators, who went in there for the purpose of getting nominal posses-

sion and then selling out their rights, and so men were required to cultivate the land, build houses, and dwell upon the property. They were permitted to live with some relative, but for his part he did not believe that any obstacle should be thrown in the way of a man living with his neighbor where he had no family or relative. He believed there had been a great deal of unnecessary complaint in the North-West, and that it had been stimulated by persons who had sought to foment difficulty there, their efforts having culminated finally in a condition of things which all must deplore and which were adverse to the prosperity of that country. A little timely generosity could certainly do no harm, and if it were found that it did not work well, it could no doubt be modified hereafter; but for his part he would rather see an error made in the direction of liberality and concession than by drawing the lines too tight. He quite agreed with those gentlemen who had spoken with regard to the agents, a great many of whom would, no doubt, feel that they were bound to give the strict interpretation to the law, considering themselves put there as a sort of police officers. Therefore it is advisable that all instances of that kind should be referable to the Minister whose desire would be to promote the interests of the settlers, and to do what was best for the country. He believed that the Bill had been brought in with the idea that it would considerably relax what, he presumed, had been found to be too stringent provisions in the Act, and ventured to think that they could, without taking any great hazard, concede what had been asked by the hon. gentleman who had just spoken, and felt that the provision to which they referred might safely be modified and extended a little further.

HON. MR. FERRIER approved of permission being given to a settler to reside with his neighbor where he had no relatives in the country, and instanced the case of two men who had gone up to that country from Montreal. They were not relatives, but intimate friends, they had lived together, the one helping the other and so had fulfilled all the conditions of settlement then required, finally obtaining their patents, and now each one had his homestead. Under the provisions of this Bill two young men so situated would have been unable to succeed, and he thought the provision might very well be extended, as had been suggested.

HON. MR. ALLAN thought that unless the Minister could adduce reasons which had not suggested themselves to hon. gentlemen who had spoken, such a modification as had been asked for might perhaps be fairly given.

HON. MR. MACPHERSON explained that the provision was intended to prevent the breaking up of families, which often happened under the existing law. He did not think it would be possible to follow the fortunes of single men who might go up to that country, and doubted whether it would be possible safely to extend the present provisions of the law. He would, however, ask the Committee to rise, and suggested that the chairman should report progress and ask leave to sit again.

HON. MR. POWER called attention to the fact, which had also been referred to by the hon. gentleman from Kings, that the homesteader would be obliged to live for two years and nine months, or nearly that, with his relatives, and then for the remaining three months on his homestead. He thought that this provision was so worded as to begin at the latter end of the residence, and suggested as a means of making the intention of the Minister more clear that the wording of the section, beginning with the 22nd line should be altered. It read at present "that for the period between the commencement of such residence and the time within which, etc." He suggested it should read as follows: "that for the remainder of the period of actual residence required by this Act between the commencement of such residence and the time within which, etc."

He thought that after the very unanimous expression of opinion which had come from the Committee that afternoon, the Minister would probably be disposed to adopt the proposal of the hon. gentleman from Cumberland, and strike out all the words after "Patent" in the 22nd line down to the word "situated" in the 29th line. He thought that the danger

from speculators which had existed in the past, had, to a great extent, passed away now; and no great alarm need be felt that they will go into the North-West, put up buildings and cultivate the soil. Any man who did that would probably settle upon the land. He thought the 3rd clause threw difficulties in the way of settlers, who are often somewhat ignorant and not used to business of any official kind; it should not be necessary for a man to go to a local land agent, but he should be allowed to make his affidavit before a Justice of the Peace or some other such officer. In a country where every man was busy it might be a difficult thing for a poor settler, who might have no intimate friend in the neighborhood, to comply with that requirement, to get disinterested witnesses to go with him to the land agent's office.

HON. MR. MACPHERSON said that the very object was to enable the Minister of the Interior to name some other person.

HON. MR. POWER was about to suggest that while it was proper that the Minister should have a good deal of latitude in that way, it would be a great improvement if Justices of the Peace and other public officers might be given that power. With respect to the thirty-fourth section, he thought that there should be a provision that no forfeiture should take place without the concurrence of the Minister.

HON. MR. TURNER was much pleased with the tone of the discussion, and thought that even the proposition made by the Minister if carried out would give great satisfaction in the North-West. He thought however, that it would be desirable to extend, if possible, the privilege with respect to residence with neighbors. He instanced the case of a poor man who had gone into that country with a yoke of oxen, and after a time the animals had strayed away, and the man, under the law as it existed, was forced to remain upon his land in a state of comparative idleness, as otherwise, he would have forfeited his claim. At the same time had he been allowed to leave his homestead for a time he could have obtained employment, possibly from his next neighbor, at the rate of thirty dollars a month, and by that means would soon have been enabled to replace his team, and make the required improvements upon his property.

HON. MR. MACPHERSON suggested that he could do so, after a six months' residence.

HON. MR. TURNER said that the very time that he should be on his farm making his improvements, was the time that other people would require his services.

HON. MR. BOTSFORD, from the Committee, reported that they had made some progress with the Bill, and asked leave to sit again.

BILLS INTRODUCED.

Bill (126), "An Act respecting the Vancouver Island Railway, the Esquimalt Graving Dock, and certain railway lands in the Province of British Columbia granted to the Dominion." (Sir Alex. Campbell.)

Bill (65), "An Act respecting the Hamilton and North-Western Railway Company." (Mr. Turner.)

Bill (57), "An Act respecting the Northern Railway Company of Canada." (Mr. Allan.)

The House adjourned at 6 o'clock.

THE SENATE.

Ottawa, Tuesday, April 1st, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

BILL INTRODUCED.

Bill (116) "An Act to amend an Act respecting certificates to masters and mates of ships, and the Seamen's Act, 1873." (Sir Alex. Campbell.)

THE TORRENS SYSTEM OF REGISTRY.

HON. MR. VIDAL rose to

Call attention to the petition of the "Ca-

nada Land-Law-Amendment Association," praying for the introduction of the "Torrens" system of Registry of Titles in the North-West Territories; and inquire of the Government whether this matter has been under consideration, or if not, whether it will receive a careful investigation during the Recess, with the view of determining the question of the expediency of introducing that system of Registry into the North-West Territories.

He said: I do not think it is necessary to apologize to the House for asking their attention for a short time to this, in my judgment, very important matter. I am quite well aware that its importance is not very generally recognized, owing, I think, to imperfect acquaintance with the character of the system to which it has reference. I wish to point to the necessity which exists for its introduction into the transfers of land in our country. The petition which was presented to this Chamber some little time ago sets forth very concisely and clearly the wishes of the petitioners with reference to this matter, and also states the reasons which led to the organization of the Association which has presented the petition. They tell us that the Association was called into existence by reason of the great inconveniences which have been found to attend the law of real estate at present prevailing in the Province of Ontario. They go on to state in their petition that they have had very large experience in this matter on account of their connection with loan societies and the necessity of investigating titles to lands, for a period of over a quarter of a century, and they also state that they are very largely interested and are desirous of entering into more business in lands in the North-West Territory of the Dominion of Canada. They state the advantages of the Torrens system, as it is called, and conclude as follows:—

"1st. It has done away with the system of tracing titles through former owners, and consequently the necessity of examining all the instruments whereby the title to a piece of land has devolved from the time it was first granted by the Crown is no longer necessary upon any transaction relating to land.

"2nd. The register is not, under the Torrens system, a mere depository for deeds, but a public office in which the legal effect of every transaction is ascertained, and the title, and not merely the deed, is registered.

"3rd. Certainty and indefeasibility of title are secured.

"4th. All the delay and expense involved in the system of searching title, under the present system prevailing in Ontario and the North-West Territories are avoided, and land is made as readily transferable as stocks or shares.

"5th. It affords greater security against the perpetration of fraud in reference to lands than the present system prevailing in Ontario and the North-West Territories.

"6th. It enhances the value of land, by reason of the increased facilities for dealing with it.

"7th. It is a vastly more economical method of transfer than the present Ontario system, it having been found in Australia that one office in each colony is sufficient for the transaction of the land business of the colony under the Torrens system."

They finally present this prayer:—

"That your honorable House will be pleased to take into your favorable consideration, the measure having for its object the simplification of the laws for the transfer of land in the North-West Territories of the Dominion; and if it shall be found that the Torrens system has proved successful in Australia, to adapt the same to the requirements of the said territories.

"And further, that such amendments may be made in the laws respecting real estate, and the tenure thereof, as may be necessary to secure the effective administration of the proposed new system."

The reference, as you will see, is mainly to the system followed in Ontario, similar to that which prevails in the North-West, with reference to the present mode of registry. I believe we have in Ontario as perfect a system of registration as could be devised, short of this new plan of registering titles instead of documents. Still, with all the advantages which we possess and the clearness and simplicity of our law, it really has all the disadvantages which are pointed out by the petitioners in the petition which has been presented to us. I have had a long personal experience in connection with land matters. Not being a lawyer I cannot speak with authority, but I have had a great deal to do with examining titles to lands and am pretty familiar with the laws relating to the subject, and I know that a great many difficulties occur in investigating titles in Ontario. There are so many things

beyond the mere record of the documents which have to be looked into, which involve a large amount of expense and trouble, and, after all, land one in great uncertainty. A title may have been derived from the Crown only 30 years ago and for a couple of transfers the title may be all right; then you may come to a transfer to a person who may have been single or married so far as can be learned from the document, and there is uncertainty as to whether there is a right of dower existing against the land. There are a great many similar difficulties which have to be encountered under the present system. Transfers are sometimes made by power of attorney. Such a transfer may have been made and registered when, it turns out, the person who gave the power of attorney was dead months before the transfer occurred, and consequently the title is defective. It is claimed for the Torrens system that it is impossible that any of these difficulties can arise, because the title is certified up to the time the sale is made. Nothing goes back of that, and as the transfer may be made by sale or mortgage or any other way, the transfer of title is registered. Consequently there is nothing to do in purchasing land but to look at the last record and see in whose name that title stands. Of course when the system is introduced in a country where other laws have existed, it is more difficult to adopt this; but in the North-West where there are few titles beyond those derived from the Crown, it is exceedingly desirable that this new system should be introduced without delay, so as to prevent the inconvenience, loss of time and great expense attaching to the system in Ontario. The introduction of the Torrens system where other systems have been in operation up to the present time, is, of course, a more difficult matter, and involves a considerable degree of responsibility on the part of the officer whose duty it is to examine the title and make the first record of the title in the party holding the land. Sometimes it may occur that deception is practised and mistakes are made, and the title may afterwards be declared by a court of law to be invalid. It is therefore considered necessary under this system to have an assurance fund, and in all cases which have hitherto been tried such a fund has proved amply sufficient—much more than sufficient to meet every demand that is made on account of mistakes in titles.

I am not speaking of any novel thing. The system is comparatively new in this part of Canada, but it is well understood in other parts of the Dominion. It is a matter of fact that for 22 years it has been in existance in Vancouver Island, and for a shorter number of years, but still for a considerable time, on the mainland of British Columbia. It is also in operation in Newfoundland. It is now 26 years since it was first tried in the Australian colonies, and now it is the system adopted in South Australia, New Zealand, Tasmania, Victoria, New South Wales, and also in England itself. The Imperial statute of 1875 deals with this matter and introduces the system in England. It is confined to England, and does not reach Scotland and Ireland, or did not at the time of its introduction. I have looked into the law to see if it was the same in character as those which exist in the colonies to which I have referred. This long experience has taught those who tried it that the system is as nearly perfect as anything can possibly be. Several amendments were made to the Act which first introduced it, and which necessarily was crude and defective, but as experience taught those who used it from year to year amendments were made, until now no further change is required and the Act has been in very full and successful operation. The British Houses of Parliament had a formal examination made into this matter and gathered statistics and got reports from all the colonies in which the system had been introduced to know how it worked, and the testimony received from all the colonies was most satisfactory. The quotations which I am about to make are from a blue book published by the House of Commons in 1881. From South Australia they say "the office is working satisfactorily, and the system is in great favor with the public of this colony." Mr. Gawler, for 20 years Examiner of Titles, Adelaide, writes:—

"Up to the present time (October 1880) no difficulty whatever has occurred in carrying out the ordinary transactions in land, such as transfers, mortgages and leases, and there can be no question that as regards such transactions the Torrens system is a perfect success, land, in fact, being as easily and securely dealt with as stock in the funds."

Then as to indefeasibility of title, which is a very important matter, the Torrens system has been very fully recognized in all the colonies where it has been established, as meeting every requirement. From New South Wales the Registrar General writes :—"While on the subject of fees I may perhaps be permitted to mention that the Land Titles Office is entirely self-supporting, as sufficient revenue now passes through the office to meet all expenses." I think this is an important feature, and especially when it is considered how very small the fee is. He continues "Although the act has been in operation for nearly 18 years, no compensation has been made for the deprivation of property, nor has any claim been sustained against the assurance fund, which, at the present time, amounts to £38,060."

The assurance fund in all the colonies has grown to very large amounts. The general rate charged for it has been a half penny in the pound, a rate equal to about $1 for every $500. In one place, Tasmania, one-half of that charge has been found amply sufficient; there is a large amount to the credit of the fund, and they only charge one-eighth of a penny, and I see that is the amount which a member of the House of Commons has thought fit to insert in the Bill which he has drafted apparently with great care in order to bring it before Parliament. His absence from the House has prevented it being pressed this session. Its number is sixteen, and it will be found a very carefully prepared measure, showing all the legislation of the different countries on the subject to which I have referred. The Bill has been prepared in such a way that I believe the Government will have very much less to do than would otherwise be required, if they see fit to introduce the system in the North-West Tetritories. They will have before them at any rate a splendid foundation for their work. Mr. McCarthy occupies a very high place in his profession. He has at all times shown great acquaintance and great ability in dealing with these matters, and I have no doubt that this Bill which has come from his hand will be found by the Government an excellent basis for any legislation which they may think fit to introduce. I do not know that it would be wise for me to occupy any further time speaking on this matter, and I will, therefore, bring my remarks to a close by asking the question which appears on the paper.

HON. MR. KAULBACH—I do not know if this Torrens system is in operation in the Province of Quebec, but I am aware that in Montreal there is a system which, if not called by this name, is similar in character. By means of it you immediately know the exact position of an estate, how the land stands and who is the owner. I think such a system should be introduced in the North-West now, because after titles have passed through several hands it will be found more difficult to adopt a new system. Certainly a great deal of delay, expense and uncertainty in the acquiring of titles would be saved by adopting the Torrens, or some similar system.

HON. SIR ALEX. CAMPBELL—The matter to which the attention of the House has been drawn by the hon. member from Sarnia, will receive careful investigation during the recess with a view of determining the question of the expediency of introducing the system of registery to which he refers into the North-West Territories.

SOURIS AND ROCKY MOUNTAIN RAILWAY COMPANY'S BILL.

REPORTED FROM COMMITTEE.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (81), "An Act further to amend the Act incorporating the Souris and Rocky Mountain Railway Company, and to change the name of the Company to 'The North-West Central Railway Company,'" with amendments, which he explained were merely verbal.

HON. MR. MCKAY moved that the amendments be concurred in.

HON. MR. POWER—I wish to call the attention of the House to a circumstance in connection with this Bill. I brought it to the notice of the Committee; and consequently I feel at liberty, although the Committee decided adversely to my contention, to bring the matter before the

Senate. This Bill will make, I think, about the 5th statute passed with respect to this particular railway, and it would appear from the evidence which came before the Railway Committee, that practically so far nothing has been done by the Company; consequently they cannot be looked upon as deserving exceptional legislation. Under the law as it stood before the introduction of this Bill, or rather as it stands at present, the land grant to which this Company may become entitled would have been subject, as I understand it, to a lien in favor of the holders of bonds of the Company. The Bill which is now before us proposes that the land grant of the Company shall not be liable for its bonds unless a mortgage is given expressly to bind the lands. That is one point which I hope the House will bear in mind, that the security given to the bondholders is diminished by this Bill.

Then the other point is this—this Company had, at the begining of the present session, power to issue bonds to the amount of $15,000 a mile. This Bill increases the bond-making power so as to authorize the Company to issue bonds to the amount of $25,000 for each mile of their railway. Now, when hon. gentlemen consider that this is a prairie railway, they will see that this Bill authorizes the Company to bond their railway for an amount greater than its value; and although it may be said that the English capitalists who may invest their money in these bonds ought to be able to protect their own interests, I think we here should do something in that direction also. I think when the Parliament of Canada authorizes a Company to issue bonds to an amount greater than the value of the road, without any better security than the road itself, they are not adopting sound legislation. My view on the matter is that the power of issuing bonds should not exceed, at all events, $20,000 a mile. I wish to call the attention of the House, and particularly of the Government, who have charge, more than other members of the House have, of private bill legislation, to the, to my mind, objectionable character of that particular feature of this Bill.

HON. MR. PLUMB—This Bill was objected to in Committee, but the fact is the Company had the power, before, to issue $15,000 of bonds, and $10,000 of preferential stock.

HON. MR. POWER—I beg the hon. gentleman's pardon, they had only power to issue $5,000 of preferential stock.

HON. MR. PLUMB—That may be; at any rate they had the power to issue preferential stock and mortgage bonds. The same power has been granted to other railways and, it seems to me, it is hardly necessary to restrict this road, and to hamper any lands it holds, because that policy has not been adopted in regard to other railway charters, I do not think it is in the public interest that special exceptions should be made in respect to this railway. It is presumed that an English bondholder, before he invests his money, will take care that he has good security for it. We should hardly undertake in chartering this line to make an exceptional case of it. Whatever may be the general policy, that policy should be adhered to; but when this Bill came before us it was thought proper, not violating any general principles of railway legislation, to allow the amendment required by the promoters of the road, who were acting in good faith, and desire the privileges asked for. It was objected to by the hon. gentleman from Halifax, in Committee, and I do not think it is at all fair to make this particular road, which I know nothing more about than that the promoters are men of good standing, a special exception in our legislation.

HON. SIR ALEX. CAMPBELL—There appears to be nothing in the Bill to enable the Company to borrow any more than they had the power to do in their previous Bill.

HON. MR. POWER—They had power to issue bonds to the amount of $15,000, and to issue preferential stock to the amount of $5,000. This Bill gives them power to issue bonds to the amount of $25,000 a mile, and I am aware of only one other Bill which has passed this session, which allows such extensive borrowing powers as that. Of course something depends on the character of the country the road runs through, and when this is considered, $25,000 a mile is an

unreasonably large sum, unless the road is built in a most extravagant way.

HON. MR. DICKEY—This matter was discussed in Committee and enquired into, and it is because we considered that it was necessary under the peculiar circumstances attending this road, that this additional power is given. It arose from the fact that this road, if carried on, would have to cross several large rivers which would require extensive bridges, and the cost of one of those bridges would, perhaps, amount to as large a sum as the building of a great many miles of railway, and under the circumstances the Committee thought it only reasonable that power should be given to the Company to raise this amount of money.

The motion was agreed to.

HON. MR. POWER gave notice that at the third reading to-morrow he would move an amendment to the borrowing clauses.

GUELPH JUNCTION RAILWAY COMPANY'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (72)—"An Act to incorporate the Guelph Junction Railway Company" with certain amendments. He said: The amendments, with the exception of three, are entirely verbal. The first one of any importance is in the 5th clause, which allows the Company to go into operation when 50 per cent. of the capital is subscribed, and 10 per cent. of that is paid up. There was a strong plea made in favor of that clause in the Committee, as the line is a very short one, and has to be built entirely by local aid. The next amendment is to the promissory note clause, which is brought into conformity with our previous legislation.

It became necessary also to amend the 15th clause by providing that at any special general meeting called for the purpose of authorizing the directors to issue bonds for the purpose of raising money for the road, the meeting shall represent at least one-half in value of the stock.

The amendments were concurred in.

HON. MR. McCLELAN moved the third reading of the Bill.

The motion was agreed to and the Bill was read the third time and passed.

QUEBEC RAILWAY BRIDGE COMPANY'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (69), "An Act to incorporate the Quebec Railway Bridge Company," with certain amendments. He said: Besides the usual verbal amendments, the 6th section contained the name of a person who is dead, and which required to be struck out; the 14th section gives the Company all the rights and privileges which it had under the Consolidated Railway Act of Canada. The bonding clause is amended so as to contain the same restriction that is included in other Bills, requiring that the assent of at least half in value of the stock at any meeting of the shareholders called for the purpose of authorizing the Directors to issue bonds on the road. The promissory note clause is amended in the direction of making it uniform with the promissory note clause in other bills.

The amendments were concurred in.

HON. MR. BELLEROSE moved the third reading of the Bill.

The motion was agreed to, and the Bill was read the third time and passed.

SPEEDY TRIAL ACT EXTENSION TO MANITOBA BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (F), An Act to amend the Act thirty-eighth Victoria, chapter fifty-four, intituled "An Act to extend to the Province of Manitoba the 'Act for the more speedy trial, in certain cases, of persons charged with felonies and misdemeanors, in the Provinces of Ontario and Quebec."

He said: This is a Bill to correct some errors which developed themselves in the

original Bill extending the criminal laws to Manitoba, and it proposes to alter some of the expressions in that Act, and place in lieu of them some expressions which have meaning in Manitoba. It is just to make the Act workable according to the laws of Manitoba.

The Bill was read the second time, at length, at the Table.

CRIMINAL LAWS EXTENSION TO BRITISH COLUMBIA BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (G) "An Act to amend the Act thirty-seventh Victoria, chapter forty-two, intituled: 'An Act to extend to the Province of British Columbia certain of the Criminal Laws now in force in other Provinces of the Dominion.'"

He said: This is a Bill to effect not the same changes, but changes of the same character as the one we have just read the second time, in the laws of British Columbia. The words "competent Magistrate" occur in the original Bill, and it is desirable there to construe it so as to mean any two justices of the peace sitting together, and also to mean and include any functionary or tribunal having the powers of two justices of the peace.

The motion was agreed to, and the Bill was read the second time, at length, at the Table.

PUBLIC WORKS OF CANADA AMENDMENT BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (H) "An Act further to amend the Act thirty-first Victoria, chapter twelve, intituled: 'An Act respecting the Public Works of Canada.'"

He said it is not always in the power of the Government to sell property which has been acquired for the use of the Government in constructing public works, without an Act of Parliament; and we are also acquiring, under certain recent decisions, parts of the shores and beds of public harbors, and sometimes they will be required for public purposes, and sometimes they will not be so required, and the Bill proposes that when they are not required for public services, such property may be sold or disposed of under the authority of the Governor, and all hydraulic powers created by the construction of any public work, or the expenditure of public money thereon, shall be vested in Her Majesty, and any portion thereof not required for the public works may be sold or leased under the authority aforesaid and any portion of the shore or bed of any public harbor vested in Her Majesty, as represented by the Government of Canada, not required for public purposes may, on the joint recommendation of the Ministers of Public Works and of Marine and Fisheries, be sold or leased under the authority aforesaid; and the proceeds of all such sales and leases shall be accounted for as public money.

HON. MR. POWER—I wish to call the attention of the House to the fact that this Bill, although very short and apparently very simple, involves a principle of considerable consequence. The Minister of Justice referred, I do not know whether very directly or not, to a recent decision of the Supreme Court of Canada, which decides that the lands underneath the water in public harbors are the property of the Dominion. It is not the first time that decisions of that Court have been reversed on appeal to the Privy Council; and I think it is to be very much regretted that the case referred to by the Minister, that of Holman vs. Green, which was appealed from the Supreme Court of Prince Edward Island to the Supreme Court of Canada, was not appealed to the Privy Council. The Prince Edward Island Court were unanimous in deciding in favor of the Provincial right to make grants of lands underneath the water of the harbor of Summerside, and that decision was reversed by the Supreme Court here. I wish to call the attention of the House to the ground upon which the decision of the Supreme Court here was given. It was one that was not entertained for a moment in the Court below.

Section 108 of the British North America Act, upon which the decision of the

Supreme Court of Canada was based, reads as follows :—

"The Public Works and property of each Province, enumerated in the third schedule to this Act, shall be the property of Canada."

Hon. gentlemen will remark that this section speaks of the "public works and property" only. It is hard to see how the land under the waters of an ordinary bay, which happens to have settlers beside it, can be called either a public work or a public property; still it was on that ground, and on that ground alone, that the Supreme Court here decided that the harbor of Summerside was the property of the Dominion.

There is an item in the third schedule of the British North America Act which is referred to by this section, upon which the Court relied. The second item in the third schedule is "public harbors." I think that the impression left upon the mind of the ordinary reader would be that the public harbors referred to in this schedule, when read together with section 108, were the harbors that had been constructed by the Provinces, and by public money. I think it would never occur to the ordinary reader that that section of the British North America Act and the schedule were intended to apply to bays in their natural condition; but that has been the decision of the Supreme Court of Canada. Another case somewhat similar has recently been before the Court, in which there has been an appeal from the Supreme Court of Nova Scotia. So far, I do not think that any decision has been given by the Supreme Court in that case; but there is a very strong probability, and that is the general impression on the minds of the profession, that when this question is appealed to the Privy Council, the decision there will not sustain the decision of the Supreme Court of Canada. Under these circumstances I think that the policy indicated by this Bill, that the Dominion Government shall undertake to make sales and grant leases of such lands is, at best, a very doubtful one. It is calculated, at all events, to involve troublesome litigation, and great loss to the people who purchase these rights, or supposed rights, from the Dominion Government. Under the circumstances it might possibly be a wiser course, as there is a great deal of valuable property involved in this decision of Holman vs. Green, to have a case made, and taken to the Privy Council for their decision on this important point.

HON. MR. VIDAL—Has the harbor which the hon. gentleman refers to been acquired for the use of the public works?

HON. MR. POWER—No, it is in the ordinary condition.

HON. MR. VIDAL—The Bill only applies to properties acquired for public works.

HON. SIR ALEX. CAMPBELL—I do not think there is anything in the difficulty raised by the hon. gentleman, so far as this Bill affects it. It does not propose to declare the case to which he has alluded, to be law, or decide it in any way, but leaves it to be decided hereafter. It says, in reference to any property acquired for the use of public works or buildings, that they shall be vested in Her Majesty. If the decision referred to by the hon. gentleman is not law, then the harbor is not vested in Her Majesty; if it is law, then the Bill will apply; otherwise the question is not touched in any way, whether the harbor is Her Majesty's property or not. I do not think there is any harm, but there is very much usefulness in the Act which this Bill proposes. Undoubtedly some of the harbors on the coast are public harbors. Whether this particular harbor at Summerside is public property or not, may be, as my hon. friend says, doubtful, but there are very many cases where there is no object in the Government retaining the shores and beds of harbors that are public harbors, and they might be sold or leased with very great advantage. In Prince Edward Island there are 60 or 80 harbours; undoubtedly some of those are of no use, and perhaps some of them may become the property of the Crown, and it may be necessary even to sell some of them, but the Ministers will have to deal with them, subject to the control of Parliament. The power to lease, and the power to sell should exist, but it does not exist, except with the express authority of Parliament. We have it not with reference to lands

purchased for post offices, for instance, or lands purchased for a great many other purposes; unless there is an express provision by Parliament the Crown cannot sell those lands. I can see no difficulty or danger attending the Bill. If my hon. friend desires it, however, I will not persist in asking the House to read it the second time now.

HON. MR. POWER—I am not anxious to interpose any unnecessary obstacle at all to the passage of the Bill.

HON. SIR ALEX. CAMPBELL—I can conceive no possible injury that can result from this measure, but I know it will be a great convenience to the public if the Government shall have power to sell or lease the shores and beds of public harbors.

The motion was agreed to and the Bill was read the second time.

HON. MR. POWER—I wish to call the attention of the Minister to the part of the Bill which I think objectionable. I think that all that portion of the Bill from the word "aforesaid," on the eighteenth line, down to "aforesaid" on line twenty-three should be struck out. The Minister of Justice must see that that particular portion of the Bill is not necessary to enable the Government to sell works or lands which are especially vested in the Government, and is only intended to enable them to sell portions of the shore or bed of a harbor vested in her Majesty, under the decision in the case of Holman vs. Green. The Government will probably be involved in collisions with the local authorities, who have held the right to issue grants for lands covered by water in the bays of the Dominion; and I think that those controversies are to be avoided as far as possible. I think that the Minister must see that there is a good deal to be said in favor of the suggestion I have made, that an authoritative decision should be obtained on this important point before the Government of the Dominion undertake to seize the jurisdiction. In two or three recent cases the Government claimed to assume jurisdiction which was also claimed by the local authorities; and the decisions of the Privy Council, to say the least of it, have not been in favor of the claims of the Dominion Government, and I think it is better to have these questions settled before any action is taken here, than to have them settled afterwards in a way that might oblige the Government, to a certain extent, to retrace their steps.

HON. SIR ALEX. CAMPBELL—I do not see this matter clearly, or else my hon. friend does not. I do not see, myself, what difficulty there is in dealing with the two classes of property which the Bill describes. The first class named is "All lands, streams, water courses and property acquired for the use of public works or buildings," that is the first thing, and when they are not required for the said works or buildings, they may be sold. The other class of property mentioned in the Bill is "Any portion of the shore or bed of any public harbor vested in Her Majesty, as represented by the Government of Canada." One is property acquired, and the other is property inherited —so to speak—and not purchased. If this inheritance does not exist, and the harbor has not been vested in Her Majesty, under the decision referred to, or any other decision, then the Bill does not touch it. But if it has been acquired—and this does not touch the law question, it has no bearing one way or the other upon that—if the result of that decision or of any other decision, or any appeals, shall be to vest the harbor in Her Mejesty, then this gives these two Ministers mentioned in the Bill power to lease or sell it. It is very desirable that they should have this power; it does not touch in any way any point of law, but merely says that when any portion of the bottom of any harbor happens to be vested in the Queen that it may be sold. My hon. friend connot deny that it is very desirable that the Government should have that power, and I do not see any objection at all. My hon. friend from Niagara points out to me that in the Bill the word "Council" has been left out after the word "Government," and if the House will allow me I wish to make this amendment now, and to supply the omission.

The motion was agreed to.

HON. MR. POWER—I beg to give notice that I shall move an amendment, when the motion for the third reading comes up.

GAS AND GAS METERS AMENDMENT BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (108) "An Act to amend the Acts respecting the Inspection of Gas and Gas Meters."

He said: With the permission of the House I will content myself with moving the second reading and will give the House particulars of the Bill to-morrow. I had hoped to have had them in my hands now, but they have not yet reached me, and I shall not be able to give them until we go into Committee.

The motion was agreed to and the Bill was read the second time.

FORTIFICATION AND MILITARY BUILDINGS BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (124) "An Act respecting Fortifications and Military Buildings, and their maintenance and repair."

He said: The Government thought it would be desirable, and would tend to economy, if the military buildings, forts and fortifications in Canada were placed completely in charge of the Department of Militia and Defence. They are now partly in the charge of that Department and partly under the Department of Public Works. The character of the repairs on military buildings—at all events on forts and fortifications—is of a different nature from the kind of work required upon private or other public buildings, and we have thought that by availing ourselves of some of the scientific knowledge which many members of the Canadian Artillery now have, and in other ways, that probably better work could be done, and due economy observed, if these buildings were placed in the charge of the Military Department, rather than in the divided departmental state in which they now are. It is proposed to select the buildings and fortifications, under an order of the Governor-General-in-Council.

HON. MR. ALMON—When the Minister is looking after those buildings I hope he will bear in mind the two or three old block-houses which are still remaining—notably the one at Windsor and that at Annapolis. They were originally erected for the purpose of keeping off the Indians, and a very small sum of money would prevent their falling into decay. They are made of wood, and there are recollections connected with some of them which make it doubly desirable that they should be preserved. I believe there is also one at Lunenburg.

HON. MR. KAULBACH—No, it has been burnt down.

HON. MR. ALMON—That only shows the necessity of looking after them. They are like the round towers in Ireland, which are objects of curiosity to all persons going there. From what I know of the Minister of Justice, I am led to hope that he will be as anxious to preserve them as I am, and a very small sum of money would do it.

HON. SIR. ALEX. CAMPBELL—The round towers in Ireland existed before the memory of man, but of these block-houses in the Province of Nova Scotia to which the hon. gentleman refers, I know something from reading, and I quite appreciate the sentiment which induced the hon. gentleman to offer these remarks. I am afraid, however, that we must be more practical, and we should hardly be justified in spending money to maintain wooden buidings which are almost fallen to the ground. We have had in this part of Canada many of these block-houses; I have seen them, and helped to defend one of them, but they have all fallen to the earth, and I do not think we can devote any money to such a purpose, however much I appreciate the feeling which prompted the hon. gentleman.

HON. MR. ALMON—It is stated that the one at Annapolis was injured by the parties who had taken charge of it under the Dominion Government, but I can hardly believe that any Nova Scotian would do anything of the kind. Such, however, has been said, and I would remind the Minister of Justice that a very

small sum of money would suffice to preserve them.

HON. SIR ALEX. CAMPBELL—I will bring it under the notice of the Minister.

HON. MR. POWER—I do not think the reasons given by the Minister for the transfer of these buildings from the Department of Public Works to the Department of Militia and Defence are satisfactory; and if the House is satisfied by those reasons, I think that its members are about as easily satisfied as any body of gentlemen one can expect to find. Very much stronger reasons would be expected if, for instance, the hon. gentleman from Ottawa were to suggest that any such change should take place. The reason given by the Minister, as far as I could gather, was simply this: that these fortifications were to be occupied by the Militia Department, and would be under the control of some of the officers of the Militia —of our standing army rather—who had been educated at Kingston and who would be able to introduce more modern ideas of construction than those which prevail in the Public Works Department. Now, I do not think it is necessary that those works should be transferred to the charge of the Minister of Militia in order to secure the services or assistance of the officers at Kingston or Quebec, They are all under the Government, and even if the Public Works Department were to construct those buildings, they might very well be constructed in accordance with plans which had been prepared by the military authorities. The same line of argument which justifies the transfer of those buildings from the Public Works Department would justify the transfer of the Post Office buildings to the Post Office Department.

HON. SIR ALEX. CAMPBELL—No, no.

HON. MR. POWER—The hon. gentleman says no, no, but he has not shown it; and there have been no substantial reasons shown for this transfer. Why should not the custom houses be completely in the care and under the heads of the Custom Department? The Public Works is the Department which has charge specially of the public works and buildings, and it keeps up a staff of men and engineers for the purpose of looking after those buildings, and the result of this change will be—although the Minister says it will involve no additional expenses—that we shall have a corps of officers whose duty it will be to look after the buildings under the control of the Militia Department, in addition to the officers who are now employed by the Public Works Department; and there is no doubt that the staff of the Public Works is quite large and expensive enough at present. Now, I wish to call the attention of the Minister to the fact that he and other hon. gentlement who held similar views, very often spoke of the extravagance of the Government which preceded this one, of the unnecessary number of ministers, and the unreasonably large cost of the various Departments. But what is the fact now? The old Department of Public Works, which was managed altogether by Mr. Mackenzie, has already been subdivided into two departments, a great deal of the work going to the Department of Railways and Canals, and the remainder continuing with the Minister of Public Works; yet it is now proposed to still further diminish the duties of the Minister of Public Works, by transferring a portion of his duties to the Department of Militia. Each of the two new departments, into which Mr. Mackenzie's department was divided, costs now, I think, about as much as his department did altogether at the time of the change of Government; and while the increase of expenditure caused by this proposed change may not be a very great one, still it will be considerable, and I really do not think that, at the present time, when the revenue is diminishing, it is well to increase our expenditure. Therefore, unwilling as I may be to differ from the Minister of Justice, I feel that I shall be constrained to vote against this Bill.

HON. MR. KAULBACH—I cannot see how the proposed change will increase the expenditure, as the hon. gentleman, who has just spoken, suggests. My own opinion is that it is far better to place these buildings under the control of the Militia Department, as they know what kind of buildings would be best adapted to the particular service required; and I do not see why any military buildings should

remain under the charge of the Public Works Department.

HON. MR. WARK—An experiment of this kind was tried soon after we came into Confederation, when the construction and repairing of lighthouses was transferred from the Public Works to the Marine and Fisheries Department, and, I think, it worked in a very unsatisfactory way. In fact, I think it was necessary to transfer them back again.

HON. SIR ALEX. CAMPBELL—No, it remains under the Marine and Fisheries Department, as regards lighthouses which cost under some fixed amount.

HON. MR. WARK—I knew there was some change in it, and I certainly agree with the senior member for Halifax that the Department of Public Works, where there are officers necessary for the superintendence of such works, for the making of plans, specifications, etc., ought to have charge of this business. I think it is very desirable that the control should continue in that office.

HON. SIR ALEX. CAMPBELL—I am sorry that my hon. friend, the senior member from Halifax, is not satisfied with the reasons which I gave the House. They certainly were the best I had, and I think that, perhaps, if he had understood them as I had hoped he had done, he might have thought them quite sufficient. He thinks that our fortifications should be placed on the same footing as post offices, and other public buildings of that kind, and therefore they can be as well managed by the Department of Public Works ; but, as I have endeavoured to explain, the character of the work to be executed draws it, as it were, out of the ordinary character of the work conducted by the Public Works Department. It is necessary to repair, we will say, the forts of Quebec—and they are being repaired almost every year ; well, the character of that work is different from that which the Public Works Department is called upon to execute, and so it is with forts of the same character in other places ; and it may well be that, although the Public Works Department can deal advantageously with post offices, and other buildings of that kind requiring the ordinary class of work, and though they might deal fully as well with this class of work, if they had another or larger staff sufficiently well trained to that particular work, yet, the fact is they have not such a staff at this particular moment, and I think they do not deal with this class as well as it could be dealt with if better provision were made, either by the Public Works Department or by men in the Militia Department. Therefore, it was thought by the Government that it was better to hand over these buildings which required special treatment, to the Department of Militia and Defence, instead of continuing the present system. Now there can be no doubt that these repairs do require a particular kind of work, and for years, under the Queen's Government, a staff of people were kept on who did nothing else but repair the fortifications at Quebec. I resided in the town of Kingston, and I know that for twenty years there were a certain number of masons and other workmen who were kept for that particular kind of work—picking away the walls, and filling up the interstices—which they did in a better way, and more cheaply than it could be done by ordinary workmen. The instance given by the hon. gentleman from Fredericton (Mr. Wark) is strongly in favor of the view which this Bill presents to the House. In former years lighthouses were constructed by the Board of Public Works, and upon a very large and expensive scale ; they were almost always of stone, and cost a great deal of money. For instance, if a lighthouse were required on a point on the Miramichi River, it would cost about £1000, or some other large sum, and it was then thought to be impossible to light the St. Lawrence if those expensive buildings were to be constructed. The then Minister of Marine and Fisheries (Mr. Mitchell) suggested the present plan, and by that means the River St. Lawrence has been lighted in a manner which will bear comparision with any river in the world, and which has rendered navigation there very much more safe for the sailors who frequent it. The hon. gentleman asks if this could not be done by the Department of Public Works ; but in practice it was not done by the Board of Public Works, and in practice it has been well and economically done by the Marine

and Fisheries Department. The two Ministers who are charged with these respective sevices, have been able to make so strong a case that the Government have thought it desirable to try this plan, and they propose to avail themselves of the services of officers of the Canadian Militia, and such other scientific officers as the Department may have at their service from time to time; and it is thought that by utilizing the labor of the Schools of Gunnery and the labor of artillery men, where it can be used, we may have a cheaper system than now exists, for repairing our fortifications. I do not mean to say that a new engineer will be appointed to the Militia Department, but those officers of artillery who have been instructed in the schools of the country are, in effect, engineers sufficient to carry on this kind of work. Therefore I think, while there is fair room to believe that advantage will accrue, and no great danger that any additional expense will be incurred, it is an experiment worth trying.

The motion was agreed to and the Bill was read the second time.

CUSTOMS ACT AMENDMENT BILL.

SECOND READING.

HON. MR. MACPHERSON moved the second reading of Bill (123) "An Act to amend the Customs Act, 1883." He said: The object of this Bill is to make a few amendments to the Act for the administration of the Customs Department. The chief amendment seems to be to give jurisdiction to the Vice-Admiralty Court. That was not given in the existing Act, in consequence of a judgment delivered by the Supreme Court of Nova Scotia, declaring that this Parliament could not give jurisdiction to the Vice-Admiralty Court. That judgment has been reversed in the Supreme Court of Canada and as it is important that the Court should have jurisdiction in Customs matters, it is proposed to give it the necessary power by this Bill. There are one or two other unimportant amendments, which can be more regularly discussed in Committee.

DOMINION AND NOVA SCOTIA AGREEMENT BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (125) "An Act for giving effect to an agreement therein mentioned between the Government of the Dominion and that of Nova Scotia." He said: In the time of our predecessors in the Government they made an arrangement with the Government of Nova Scotia, by which they were to give them the railway between Truro and Pictou, if they would construct a railroad between New Glasgow and the Gut of Canso. That arrangement enabled the Government of Nova Scotia to give a contract for the construction of this road from New Glasgow to the Gut, and after some years it was completed, and thereupon they became entitled to this other branch of road leading to Pictou. That, however, would have inflicted—so it was thought by the Government—serious injury upon the Intercolonial Railway, and we were very unwilling to part with that line of road, though we felt that when the time arrived the Government of Nova Scotia was entitled to it. Under these circumstances, rather than injure the Intercolonial Railway we thought it desirable to see upon what terms we could acquire the road between the New Glasgow and the Gut of Canso, and finally the arrangements were made which are recited in this Bill. For this money and under these arrangements, we not only get the line of railway constructed between these two places, which cost $600,000, but we are also relieved from the undertaking to give up the line of road between Truro and Pictou. It seemed, therefore, a desirable bargain to make under the circumstances, although had we not been obliged to give up the piece of road between Truro and Pictou, we probably should not have interfered or made this bargain. I think, on the whole, and as the circumstances now exist, that this bargain will be advantageous to the Dominion, while it will also be useful to Nova Scotia; and this Bill is to give power to the Governor-in-Council to carry it out.

HON. MR. KAULBACH—I do not rise to oppose this Bill, yet at the same time the reasons given by the leader of the House are not such as I understood were the occasion of introducing this Bill. I believe it was a paying branch of the Intercolonial Railway, and one which the

Government of Nova Scotia should have retained, and I expressed my opinion upon that subject when the Bill to transfer the Eastern Extension Railway came before this House. I am not prepared to oppose this measure, though I think the Local Government made a very improvident bargain, and I believe they have given up all hope of any extension of railways in the Province of Nova Scotia. As I understood the Minister of Justice, the reason for this arrangement was that the Government considered it advisable to have this road back, but I was under the impression that it was because the Local Government had not equipped and put the road in such a condition as to justify them in claiming the Pictou branch, as being the assignee of the Company, who had a right to the Pictou railway; and that the Local Government, not feeling, perhaps, equal to the task of equipping and thoroughly completing the extension railway, surrendered important rights to the Dominion Government, sooner than carry it on and continue the further expenditure of money upon the extension railway. Now, I believe that the Local Government have by this lost a great deal of money which was voted last year by that Government, and that is not recouped by the money here given by the Dominion Government. In fact the Local Government had a railway of great commercial value—far in excess of what the Dominion Government have given for it, and I believe if that railway were put into the market to-morrow—the railway from Pictou to Truro, with extensions to the Straits, and with running powers from Truro to Halifax, that it would bring a larger amount of money than is now given for it by the Dominion Government. Besides, the province is losing an important trunk line from which branches might have been extended in many directions. All those hopes are now abandoned, as this road has been given up without any promise or agreement that the western extension and the railway into Cape Breton would be built, and thus the pledges made to Cape Breton have been broken, as the Government of the Dominion are not bound in any way to build the railway through that Island. Having been favorable, from the first, to the Pictou branch passing into the hands of the Dominion Government, I cannot oppose this Bill, but I do say the Local Government have made a most improvident bargain, and have cut off all hope of any extension of the railway westward, or to the Island of Cape Breton.

HON. MR. DICKEY—Viewing this Act from a Dominion standpoint, I think we cannot do otherwise than congratulate the Government upon the very good bargain they have made. But, I am sorry to say, that, looking at it in the interest of Nova Scotia, it has been a very hard bargain. Besides the amount which is mentioned in this Bill as having to be paid to the Province of Nova Scotia, the Government of that Province have expended $600,000 in the shape of subsidy, and that, I believe, is in addition to certain lands they gave the Company. The position of the matter is, shortly, this: this railway, called the Eastern Extension begins at New Glasgow, and runs to the Straits of Canso, and was constructed by a company. The contractors and the Government got into some controversy, and the late Government of Nova Scotia—the Government that preceded the present one—entered into a bargain with those contractors, who were in reality the Company, by which they were to get an extension of time for completing this railway, and they bound themselves to give back the railway to the Province of Nova Scotia, upon receiving the amount that they paid out. Well, that was a very fair agreement, because then the contractors would get their money, the Province would get the road back, and they would then have something wherewith to recoup themselves for the large subsidy which they had given. Under those circumstances the matter went on, and the road was partially finished, I will not say wholly completed, because I believe it was not, but it was partially finished, and the ferry, which was also part of the scheme, and which was to cross the Gut of Canso and so connect with Cape Breton, was not completed. Therefore, the present Government of Nova Scotia procured legislation from the present House of Assembly of that Province, that they should be entitled to pay this money to the Company, and get the road. The legislation having been granted,

after an arbitration, which I need not go into, they succeeded in arriving at a fixed amount of $1,200,000 which they had to pay. They then found themselves in a further difficulty, as they could not raise the money to pay this, but I do not wish to speak of anything which immediately concerns the action of the Nova Scotia Government—because I think it is rather unfair to attack a body who are not here, and not represented here—further than simply to detail the facts. They then come to Ottawa for the purpose of getting the Dominion Government to take this load off their hands, and they say to them: "If you will buy from us this road which we are now entitled tc, and give us the money, we will take it, and we will give you back the rights we have in the Truro and Pictou line." This was a line of nearly 50 miles in length, to which they had rights under the agreement made between them and the Dominion Government, as already explained to the House. Well, after long negotiation and, I am sorry to say, after a great many deputations from Nova Scotia had visited Ottawa, they succeeded in making a most triumphant bargain, and they returned to Nova Scotia. But, unfortunately, it was a bargain which surprised a great many people, and which has resulted in a very serious loss to the Province of Nova Scotia. I am not disposed to blame the present Government of Nova Scotia, and I am not putting the matter from that point of view at all, but, I ask, is it fair that the Dominion Government should take that railway from Nova Scotia merely by paying back the money which that Province had to pay to the contractors, while they get from them all their rights to this valuable branch? I do not hesitate to say it is the most valuable part of the Intercolonial—that from the coal districts of Pictou to the junction with the main line at Truro—and I ask is it fair that they should take all that, and yet not give us the benefit of the money we paid in the shape of subsidy? And I ask that question now the more emphatically, because of certain rumors which I have heard to the effect that it is proposed to give to another Province, in a case not at all similar—not as to a railway which the Government are about to purchase, but as to a railway which had long ago been built, which has been sold to another Company, and which has passed out of the hands of the Government altogether by mutual agreement—I say it is rumoured that now, years afterwards, the Government of the Dominion actually propose to pay to another Province of this Dominion a very large amount of money, on the ground that it was the amount which the Government of that province contributed to the construction of that road. It is of little consequence whether the Government of that Province built one-third or one-half of the rail-road, but looking at the principle of the thing I say, if it be right under those circumstances to do that, surely, *a fortiori*, it is right that the Government of the Dominion should pay the Province of Nova Scotia for the subsidy which they paid for the construction of the road, and which alone effected its construction. It is admitted that they have got a valuable asset, and have made an excellent bargain. They have got some 80 miles of road, I think, for this $1,200,000, and they have got it without paying back to the Province a farthing of the money they invested in that road. I say that the two cases which I cite will not bear comparison at all, and if, in the case I have suggested, and which I have no right to speak of except as a suggested case, as it is not before us—if it be right in such a case as that, it is more right, ten-fold, that the Province of Nova Scotia should receive from the Dominion the amount which it has expended upon that road, which road has not been parted with to any company by that Province, but was the property of the Province of Nova Scotia, and was handed over to the Dominion, and is the property of the Dominion to-day. I take it for granted they would not have listened to the proposal to buy, unless they thought it was a valuable asset for the Dominion, and undoubtedly it is so. Under the circumstances I did not think it was right that this Bill should pass without publicly referring to the transaction, and I do hope that, as the Government are satisfied with the very hard bargain they have made, they will at the proper time, take into consideration the fair, honest and just claim that the Province of Nova Scotia has to be recouped the amount of the subsidy which they, in good faith, gave to that undertaking. And, perhaps also the Government may take into considera-

tion,—if they are going to recoup other Provinces for the amounts they have expended upon their railways, without any promise that they should ever be reimbursed by the Dominion—the question of the aid which Nova Scotia has granted to other railways in that Province, involving a great many subsidies, besides that to this particular line of railway. This is a question which, I think, is a fair and legitimate subject for inquiry, and I am quite sure that if the subject is inquired into, the Government of the day will be impressed with the justice of the claims of Nova Scotia.

HON. MR. POWER—I quite agree with all that has been said by the hon. gentleman from Amherst, and I hope that these representations as to the unfairness of the Dominion Government's taking this property, in which there are $600,000 of the money of the Province of Nova Scotia invested—without refunding that money—will, when stated by the hon. member from Amherst, have more effect upon the mind of the Minister of Justice and other members of the Government, than if it had come from a member of the Opposition. I took the opportunity, when the Address in reply to the Speech from the Throne was being discussed in the House, to refer to this matter at some length.

I was unable at that time to induce the Minister of Justice to look at the question as I did, but I hope that the eloquent and logical speech of the hon. member from Amherst may have more effect on the mind of the Minister of Justice than anything I was able to say. I did not propose to say anything with respect to this measure; but the hon. member for Lunenburg has thought proper to introduce an element here which I do not think should have been brought up. I do not think that this is the place to fight out the battles of the parties in the Local Legislature of Nova Scotia. This very measure, or a measure corresponding to it, has been introduced in the Local Legislature of the Province, and is now being discussed and considered there; and the Government of the Province are prepared to stand or fall by this measure. They stake their existence on the passage of a Bill corresponding with the one now before us. The Local Legislature is the right place to discuss the question of the wisdom of the policy adopted by the Local Government. We have here to deal only with the policy of the Dominion Government, and I do not hesitate to say that, under all the circumstances as they exist now, the action of the Government is a wise one. It is in the interest, I think of the Dominion, and I may further say that the result, taking it altogether, will be better for Nova Scotia than if this railway was retained by the Province. As, however, my hon. friend from Lunenburg has thought proper to introduce the local view of the subject here, and to give only one side of the question, I shall endeavor to give the other. The Government of Nova Scotia made arrangements last year to take over this road. They had an arbitration, and they succeeded in reducing very considerably the claim of the Company who owned the road from New Glasgow to the Strait of Canso. The road has been completed to the Strait and has been running for several years. The steam ferry has also been running across the Strait of Canso, and the pretense that the road was not finished was not one that could be sustained at all. When the Local Government came here in good faith, having put themselves in a position to acquire the Pictou branch, how were they met by the Dominion Government? They were met with frivolous objections of all sorts. They were met first with the objection that this road was not completed as the law provided. Well, looking at the Acts which deal with the matter, it does not appear, if the road passed into the hands of the Local Government that they were bound to have it completed in that way. The Company were bound to complete it before the Local Government were obliged take it over; but there is nothing as far as I know, to show that the Local Government were bound to have it completed and a ferry running before they were entitled to get the Pictou Branch from the Dominion Government. But the fact is that the road was completed and the ferry running across the Strait of Canso. That was the first frivolous objection made by the Dominion Government. The hon. gentleman from Lunenburg has said that the Local Government have given up a very valuable property for very insufficient

consideration: I am showing now that the Local Government were like the man with his head in the lion's mouth—they had no alternative. Then the Dominion Government said: "You have not sufficient rolling stock on the road." The Local Government had, at great expense, acquired rolling stock quite ample for the operation of the extension and the Pictou branch; and the Dominion Government insisted that they should have rolling stock sufficient for a road at least double the length of the line they had to operate. That was the second unreasonable ground taken by the Dominion Government. Then, to cap the climax, the Dominion Government insisted that the tolls for carrying coal, and I think some other things, over this road, to be charged by the Local Government or by the company to which they might transfer their rights, should not be greater than the tolls charged by the Dominion Government. The rates for coal charged by the Dominion Government on the Intercolonial Railway are hardly more than sufficient to pay expenses. Supposing the Dominion Government had waived the other objections, and had only adhered to this condition as to the tariff, the Local Government would have been in this position, that they could only have got that road by consenting to carry freight over it—for coal is the principal freight on that line—at unremunerative rates; and consequently this property, which if it had been transferred to the Local Government without any such unreasonable stipulation as that, would have been a paying and valuable property, would not have been, under the terms imposed by the Dominion Government, of any value at all. I think the Local Government, under the circumstances, were perfectly right in the course they took. If they had gone on and insisted on taking this road over, they would simply have involved the Province in a large liability, without any prospect whatever of any gain to the Provincial revenue from the road. Now, in order to show that what I say about the rates for carrying coal over the Intercolonial Railway is not unfounded, I may say that I have been credibly informed that coal is carried from the Spring Hill mines to Montreal for something like 99 cents a ton; that the rates for carrying farm produce—the rates on cattle and hay—for much less distances on the same road, are I think four or five times as great; and every one knows, who knows anything about the cost of railway carriage, that 90 cents a ton does not pay for carrying coal from Spring Hill to Montreal. The rates on the Pictou Branch were not quite so low as those made for this Spring Hill coal, but they were so low that they would pay the owners of the road little beyond the working expenses. Under these circumstances, the Local Government would not have been justified in incurring risk. They would have involved the Province deeply in debt, without any prospect whatever of making anything for the Provincial Treasury out of the road. But, on the other hand, the Local Government had this feeling, that they had to look at the thing not only as members of the Local Government but as citizens of the Province. There is no doubt whatever that it is a much better thing for the Province of Nova Scotia at large that that eastern road should be owned by the Dominion Government, which is able to run it much more efficiently than the Local Government or a company could manage it, and which is able to give the public of the Province, as well as people outside the Province, freight rates much lower than the Local Government would have charged; and I think that while the Dominion Government have made a good bargain, it is also a very good one indeed for the people of Nova Scotia. It does not put any money in the treasury of the Province but it benefits the people, and that after all is the main point.

I regret that I should have felt myself obliged to trouble the House with these remarks about a matter which would have been more fitly discussed elsewhere, but as the hon. member for Lunenburg gave one side of the question I thought it only right to give the other. I hope that when the better terms for Quebec, which we hear about, come up for discussion, it will be found that the patriotic Nova Scotians who support the present Government in the House of Commons, have done something for their Province. I hope it will be found that, while the representatives of Quebec have been doing their duty by the people they represent, and securing to their Province such an addition to her

local subsidy as will enable her to carry on her business, our Nova Scotian representatives will have done the same thing for their Province, and that we shall find that at least this $600,000 which the Government of Nova Scotia invested in this road, and which the Dominion Government, having the power to refuse to refund, did refuse to refund them, will be placed to the credit of the Province now, although it was not when this arrangement was entered into with the Local Government.

HON. MR. SCOTT—We have had this matter discussed from the local standpoint: I think one might as well draw attention to it from the Federal standpoint. As I understand it, the history of the subject is this: some ten years ago there was a strong disposition to have a railway extended to the Gut of Canso. The proposition was made, in 1876, that if they would give up the Pictou branch, a company, aided by some land grant from the Government, would build an extension to Canso. The Government of the day willingly conceded that: they endeavored first to get the line extended beyond Canso with a steam ferry across the Strait, but failing that they were willing to so far gratify Nova Scotia as to give up the Pictou branch. The line has now been built; the Province has it, and now it is proposed to buy back the property which the Dominion gave them and to buy the extension for $1,200,000. The Province gets all the benefit that could be got out of the extension, and I am informed that it will barely pay expenses. The Province no doubt receives advantages to a very great degree from it, and receives also the par value of the rolling stock. I do not believe that Nova Scotia has a special grievance, but in discussing this question we find how extremely difficult it is to level up. The Provinces are all coming to a full treasury under the belief that there is something to spare, which they are endeavoring to get. The embarrassing part of it is to satisfy the whole of them. Nova Scotia points out that the $1,200,000 provided for in this Bill is not enough; that she ought to get $600,000 more; that she ought to get the railway (because practically she has got it) and all incidentals. The sum of $1,200,000 is equal to an allowance of $15,000 a mile. It seems to me, that is a pretty liberal donation towards it, besides the cash value of the rolling stock. However, it is difficult to arrange these matters to suit all the Provinces, and I have no doubt that it will prove extremely embarrassing to satisfy everyone.

HON. MR. MACFARLANE—There is no doubt that this matter has caused, and is causing, very considerable excitement in Nova Scotia, and although I quite agree with my hon. friend beside me (Mr. Power) that this is no place for the discussion of Nova Scotia politics, still this has a very important bearing on the subject, and the House has not been entirely enlightened on it yet. Originally when this Pictou branch was transferred from the Dominion to the Local Government it was with the understanding that not only would a road be constructed to the Strait of Canso, but that the Island of Cape Breton should also have the benefit of a line of railway. That Island contains very nearly one-fourth of the entire population of Nova Scotia; it is an Island fertile in resources and possessing the largest coal areas of this country; it contributes very largely to the revenue of the Dominion, and yet it has never had a mile of railway constructed within its limits. While it has been contributing largely to the revenue it has derived no benefit from the large expenditure on railways, not only in Nova Scotia, but also throughout the length and breadth of the Dominion. It was a distinct and positive understanding, when the Pictou branch was given over in that way, that there should be an extension not only to the Strait of Canso but also through the Island of Cape Breton to Sydney, and ultimately to Louisburg, which is believed to be the most eastern harbor in the Dominion, the point, from which, with this railway communication established, the shortest route between this country and Europe would be found. While it is true, as my hon. friend from Halifax has remarked, that the Dominion Government has made a good bargain, I believe that the Local Government has made an equally good arrangement. Experience has proved that Local Governments have not the power or ability to run railways. That has been the case in the Province of Quebec, where an expensive railway was

built on the north shore of the St. Lawrence, and run for a considerable time by the Local Government. It was found, however, that it was in the interest of the Province to get rid of the railway as soon as possible. So it has been in Nova Scotia wherever the Local Government has attempted to manage a line of railway. Although it has not been so stated, I have reason to believe the Dominion Government will be prepared to afford to the Province of Nova Scotia all the benefits that can arise from the eastern extension into the Island of Cape Breton. In the meantime we are carrying out legislation here to enable the Government to get the Pictou road. It will prove a profitable asset; not that I believe there is money to be made by carrying freight, but it will be profitable by opening up an extensive coal trade in Pictou, and developing an immense traffic in that portion of the country. I believe that when the time comes to transfer this eastern railway extension to a company, provision will be made for the construction of a line through Cape Breton. I imagine that will be the result, and therefore it will prove beneficial to the Local Government to get rid of the road, and it will be beneficial to the Dominion Government, because it will enable them to gratify and do justice to a section of Nova Scotia that has not hitherto had the benefit of railway communication.

HON. MR. KAULBACH—I had no idea whatever that my words would have the effect of raising a conflict with the Local Legislature. I am not aware that I said anything to censure them. I am sure that what my hon. friend from Halifax has said would apply equally well to what the hon. member from Amherst said, because he commented more than I did on the improvident bargain with respect to this railway. It could not have been unfair to take it off the hands of the Local Government, because it was fully six months since this offer was made by the Local Government to take it off their hands, and the Dominion Government ask no more from the Local Government than the Eastern Extension Railway was pledged to perform. Before they could get the Pictou branch they were obliged to do certain things, and the Local Government, as assignee of that road, was asked to do the same things as the parties who had the railway in the first instance. My hon. friend says that the railway was completed and equipped. In saying so he puts himself in opposition to the Chief Engineer of Railways, who reported on the line, and said it was not completed and equipped in the way it should have been to justify the Government in handing it over. As to the tariff on the road, certainly it was not intended that the country should be burdened with taxation, in order that this road should be made a paying line. The local Government held out an inducement to the Island of Cape Breton; that of having the whole network of railways through Nova Scotia completed, and I said it was only an improvident bargain they made in handing over the railways, without some conditions attached as to the extension of a line to Cape Breton. The Dominion Government has, as I believe, received a valuable asset which will pay well—the Pictou branch itself must yield about $40,000 a year net profit. In handing this over to the Local Government, I hope the money will be empleyed to construct, either by a company, or by the Government, a railway to Cape Breton as far as Cape North.

The motion was agreed to and the Bill was read the second time.

HALIFAX CATHOLIC REFORMATORY BILL.

SECOND READING.

HON. MR. POWER moved the second reading of Bill (E) "An Act respecting the Reformatory for Roman Catholic boys in the County of Halifax in the Province of Nova Scotia." He said: I trust that there will not be any objection taken to this Bill. The preamble explains the reason for introducing it satisfactorily enough. In 1865, I think it was, there was established at Halifax a Reformatory known as the Halifax Industrial School; and it is sometimes known as the Halifax Protestant Industrial School. The inmates are altogether persons of the reformed religion. Roman Catholics are not admitted there.

HON. MR. ALMON—They do not go

there. I think the hon. member is very wrong in making such an assertion; I do not think any Roman Catholic has ever been refused admission there.

HON. MR. POWER—I have said that Roman Catholic boys were not admitted; I think perhaps I may have used the wrong expression: they are not sent there.

HON. MR. ALMON—That is much better.

HON. MR. POWER—In 1870 an Act was passed by this Parliament authorizing the sentencing of boys under the age of 16 to the existing Industrial School at Halifax. In order to show that substantially I was right, and my hon. colleague wrong, I shall read the first section of that Act. It is as follows:

"1. Whenever any boy, being a Protestant and a minor, apparently under the age of sixteen years, shall be convicted before the Police Court in the City of Halifax, or before the Stipendiary Magistrate for the City of Halifax, of any offence for which, by law, he would be liable to imprisonment, the Police Court or Stipendiary Magistrate may sentence such boy to be detained in the said Industrial School for any period not exceeding five years nor less than two years, as to the said Police Court or Stipendiary Magistrate shall appear proper."

Now, the power—whatever the authorities of the school may do—of the Stipendiary Magistrate or Police Court at Halifax to send boys to that school is limited to lads who are not Roman Catholics. It is unnecessary to call the attention of the House to the desirability of sending a boy under the age of sixteen, who is convicted of some petty offence, to a reformatory or industrial school, instead of to a prison, where he is brought into contact with old and inveterate criminals. The effect of sending boys under the age of sixteen to the city prison at Halifax has been the same as it has in all cases: where a boy spends a lengthened term of imprisonment in the company of criminals of mature years, he is permanently ruined. He is made a criminal for life, for all practical purposes. It has long been felt that it was desirable that the Roman Catholic boys in the City of Halifax should have the same advantage as their fellow boys of other denominations; and it is expected that during the present year a reformatory will be established there for boys of that denomination. The object of this Bill is simply to enable the Police Court or Stipendiary Magistrate at Halifax to sentence boys of the Roman Catholic religion to this proposed industrial school in the same way as he can now sentence boys of other denominations to the existing industrial school. I presume there can be no objection to passing the Bill. I may say that the clauses of this measure are taken almost altogether from this Act of 1870, and from a subsequent Act of 1880, with respect to a reformatory in Prince Edward Island.

HON. MR. MACFARLANE—It is quite right that boys should be sent to a reformatory, but this attempt to separate the population of our country I do not consider wise or judicious; I believe that the more the youth of this country, Catholic and Protestant, are thrown together, the better for them. In the interest and welfare of the people who are growing up in this country no attempt should be made to separate them either in reformatories or other places. If a reformatory school is established it should be one to which boys of all denominations who require reforming should be sent. I have no intention of opposing the Bill but I do not consider it wise legislation.

HON. MR. KAULBACH—I am of the same opinion as the hon. gentleman who has just spoken, that it would have a good effect if all denominations would join together, but they will not do so. In Nova Scotia, as everywhere else, wherever there is a town large enough for the Catholics and Protestants to maintain separate schools they have them. I think the Bill should pass, because, as the hon. member from Halifax says, there is an institution of the kind at Halifax to which only Protestant boys are sent, and to which Catholic boys cannot be sent, and it would be a great hardship if, through being unable to go there, they should be sent to places where, instead of being reformed, they would be confirmed in vicious habits. Although agreeing with my hon. friend from Wallace that it would be well if we had only one school for all denominations, yet under the existing state of things it cannot be accomplished, and I think there-

fore that this Bill should receive the assent of the House.

HON. MR. ALMON—I perhaps rose rather hastily to set the hon. member from Halifax right, but certainly the case was not exactly as it was stated: Roman Catholic boys are now allowed to be sent by the magistrate to a school supervised by a Protestant clergyman. It would be unjust if they should be sentenced to imprisonment there and nobody would disapprove of such a course more than I would, but Roman Catholic boys, I am sure, would be admitted if their parents thought it better to put them there, where they would be under restraint. There would be no objections to admitting them under such circumstances. At the same time I think it would lead to a good deal of unpleasantness, and I am very glad to hear that the Catholics of Halifax are establishing an institution of their own. The existing industrial school is supported in a great measure by private contributions, and I have no doubt that the Catholic institution will receive similar support. I approve of separate schools and separate reformatories. I think anything that is under the charge of clergymen could not bring clergymen of different denominations together without doing more harm than good. The Church militant is the name which they all assume and I think they all act up to it. Therefore we must have separate reformatories, in spite of what the hon. member for Wallace says. I have no doubt this institution will do a great deal of good: it is much needed, and I wonder that it has not been inaugurated before now. The Catholics of Halifax support a large number of charitable institutions, and it has often surprised me that they had not a reformatory for boys. I shall be very glad indeed to support the Bill.

HON. SIR ALEX. CAMPBELL—The industrial school at Halifax seems to have been established in 1870, and the recital in the preamble explains apparently what was intended, that a number of persons had associated themselves together "for the purpose of assisting and educating poor and friendless boys," and had purchased a house and premises as a home for such boys. The preamble further says that "for the further promotion of the benevolent design of such societies it is desirable to authorize and empower the Police Court in the City of Halifax to sentence certain juvenile offenders to be detained in the said industrial school."

I can readily conceive that objections may exist to sending Roman Catholic boys to a school which apparently belongs to certain parties, to be used for benevolent purposes, which is conducted by them and at their expense, and I presume under their management and control all the time; therefore the Roman Catholic's desire to have there a school to which their young offenders can be sent without any danger to their religious belief. There is no reason why it should not be done, although one would desire to see those juvenile offenders residing in harmony together in one institution; but if that cannot be done I am ready to send them to the other place. I think, however, that my hon. friend from Halifax might very well have allowed the preparation of this Bill to rest with the Department of Justice, so that they might have considered what was desirable in the direction which the Bill proposes, and also in reference to the general features of the matter. There are two clauses of the Bill which, I think, are certainly very objectionable. The 5th clause proposes that if a lad who is confined in the institution shall neglect or refuse to obey the magistrate, he may be imprisoned in the city prison at hard labor for a term of years. That is the most injurious thing that can be done with a boy, to send him from the reformatory to the city prison, at hard labor, in company with the worst classes.

HON. MR. POWER—I hope the hon. gentleman will not go too far in condemning this section; I warn him in time.

HON. SIR ALEX. CAMPBELL—Why?

HON. MR. POWER—That section which the hon. Minister finds so much fault with is a copy of the 3rd section of the Act 43 Vic. Cap 41, passed by his own Administration.

HON. SIR ALEX. CAMPBELL—Very likely, but still I think it a most pernicious thing. I will give the House an instance:

here the other day a boy, who is apparently not a bad boy, but who is influenced by others, and who is only 14 years of age, was convicted of burglary, and was sent to hard labor at the gaol of this town. He is there exposed to contact with, and to the influence of the worst kind of boys and men he can possibly meet. Is not that a very injurious and dangerous thing? Would it not be far better that that boy should be sent to some reformatory—to the reformatory in Ontario for instance—and would it not be far better in the case before us, where the lad offends against the rules of the institution, to punish him in some other way, to flog him, or to do anything with him rather than send him amongst older offenders in the common gaol? Then, if he tries to escape he is to be subject to the original sentence: the original sentence is to be repeated over again.

HON. MR. POWER—That is, only the residue of the sentence.

HON. SIR ALEX. CAMPBELL—The Bill says that for the second offence the magistrate may commit him to the city prison there to remain until the expiration of the period for which he was remanded to the home, after his first escape, with an additional term. You might keep a boy, under that clause, in prison for a very long time if he tries to escape; and if he is a boy under fourteen why should he not try to escape? There is no great harm in trying to escape; it is no great offence in his eyes; it is like playing truant; but if he does try to escape, and it is an offence against the rules of the home, give him a flogging, or punish him, but do not expose him to a repetition of his incarceration, which may extend the imprisonment for three or four years—certainly three years. That is very objectionable, I think. You can hardly suppose that a boy who tries to escape, and is arrested and punished for it, will try to do it again within a year or two, at all events, of the former attempt, especially when it exposes him to two or three years addition to the original sentence.

HON. MR. POWER—That clause is also copied from the Prince Edward Island Act.

HON. SIR ALEX. CAMPBELL—We may have made a mistake in that also. It would be very wrong to send a boy who has been at the reformatory to the common gaol for either of the offences mentioned in those two clauses—one offence being disobedience, and the other trying to escape. There is no reason whatever, if we have done anything erroneously in the Prince Edward Island Act, or in any other statute, why a boy who commits this trivial offence should be sent to the common gaol to herd with those who would make him worse, or send him back to prison for a term of three years, and I shall certainly oppose those two clauses of the Bill. Other clauses of the Bill require some amendment, and I think instead of calling it an Act respecting the reformatory for Roman Catholic boys, it should be called an Act for the punishment of juvenile offenders. I understand from the hon. gentleman that this is an establishment that should be managed at the expense of the people who are getting it up.

HON. MR. POWER—Yes.

HON. SIR ALEX. CAMPBELL—They are the same class of people on behalf of the Roman Catholics that are here spoken of, as those who are connected with the reformatory for Protestant boys in the City of Halifax, who desire to establish this reformatory. Although I should prefer that this legislation should be left with the Department of Justice, still, with these objectionable clauses struck out or amended, and other amendments made, I have no objection to the Bill being allowed to pass.

HON. MR. ALMON—The hon. gentleman is always very particular about Provincial rights. Does not education belong to the Province and not to the Dominion? I presume boys are to be taught in this home—I hope they are?

HON. MR. POWER—The reason why we come here is that the stipendiary magistrate of Halifax may be authorized to sentence juvenile offenders to this school. I wish to say one word in reply to something that fell from the Minister of Justice. The hon. gentleman found fault with me for not having gone to the Department to have this legislation prepared.

HON. SIR ALEX. CAMPBELL—And introduced.

HON. MR. POWER—I do not know that that is a reasonable ground for finding fault. If I had gone to the Department, the Minister might very properly have told me that the Government had business enough to attend to without doing business for me, and I think the hon. gentleman will see that it is somewhat unreasonable to find fault with the manner in which the Bill has been drawn, when the very clauses to which he has objected were copied from a Bill passed by his own Government three years ago.

HON. SIR. ALEX. CAMPBELL—The hon. gentleman must see that it is safer to leave those criminal laws with the Department of Justice.

The motion was agreed to and the Bill was read the second time.

BILLS INTRODUCED.

Bill (I) "An Act to amend the Act respecting the duties of Justices of the Peace out of session, in relation to summary convictions and orders." (Sir Alex. Campbell).

Bill (66) "An Act to reduce the capital stock of the Maritime Bank of the Dominion of Canada, and to make other provisions for the said bank." (Mr. Botsford).

Bill (73) "An Act respecting the Central Ontario Railway." (Mr. Flint).

The Senate adjourned at 6 o'clock.

THE SENATE.

Ottawa, Wednesday, April 2nd 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

BILLS INTRODUCED.

Bill (91) "An Act to incorporate the Niagara Frontier Bridge Co." (Mr. Macfarlane).

Bill (J) "An Act to amend the Act 45 Vic., Cap 23, intitutled, 'An Act respecting Insolvent Banks, Insurance Companies, Loan Companies, Building Societies, and Trading Corporations'" (Sir Alex. Campbell).

THE REVISED STATUTES.

REPORT PRESENTED.

HON. SIR ALEX. CAMPBELL presented the report of the Commissioners appointed to revise the Statutes. He said: This House will, I am sure, pardon me if I detain them a moment in saying a word or two as to the plan which has been adopted, and as to the extent to which this report may be considered as final, subject, however, to the consideration of Parliament. We have not been able, in preparing the chapters, to adopt any classification of subjects so far. They are just reported here in the way in which they happened to be considered by the Commissioners, and to avoid any confusion in that respect, instead of numbering them 1, 2, 3, etc., I think that it would be safer to distinguish them by numeral letters, and that has been done throughout. It may well be that a certain extent of revision will be necessary; I have no doubt it will be necessary with regard to all the subjects here treated of—a revision to make it quite safe that we have considered all the Acts of Parliament on these various subjects, and also to include any legislation which may take place between the time of consideration of these Statutes and the ultimate submission of this report to Parliament.

Then the criminal law (although we have consolidated it and have it ready to a certain extent), is not included in this report, but instead of that we have taken the code which has been prepared in England and has been before Parliament there on two occasions, and is now before Parliament with prospects of being passed. It is principally the work of Mr. Justice Stephen. Instead of presenting to the Houses of Parliament, on this occasion, a consolidation of the criminal laws, we present to them the code which it is proposed to enact in England, and which will probably be enacted. Those members of the House who belong to the legal profession will readily admit that it is very de-

sirable to consolidate and abbreviate the Acts of Parliament relating to criminal offences, and also very desirable and convenient, and a great safeguard, to have these criminal laws in the same shape in which they are in England, so that we may have the advantage of their decisions from time to time on the same language we are using and considering and putting in force in this country. It will be for Parliament, of course, to decide hereafter how far it is desirable to adopt that code, or how far it is desirable to fall back on a simple consolidation of our own statutes. The report has been printed by my directions to a very considerable extent—I hope the House will not consider too large an extent. Two thousand copies have been prepared and will be placed in the hands of the distributor of the Parliamentary printing. The design which we have in view is not only to inform all members of Parliament of the character and extent of the revision, but also to have a sufficient number of copies printed to distribute them among the judges and members of the legal profession in all the Provinces of the Dominion. In order to accomplish that thoroughly, I have asked that a certain number of copies, 250 I think, should be transmitted to my Department for the purpose of insuring their being sent to members of the legal profession to whom I have alluded. I think in this way, by the consideration which will be given to it by members of Parliament during the recess, and by the criticisms which we hope to receive from gentlemen of the legal profession and from members of the Bench, that we shall next session be able to present to Parliament a further and more accurate revision, and probably an approved one, and we shall be able to make certain that we have omitted nothing which ought to appear in the revision. I trust that those members of the House who are members of the legal profession will afford the Commission the advantage of their views and criticisms, to which we shall be happy to give most respectful and careful consideration.

THIRD READINGS.

HON. MR. ALLAN, from the Committee on Banking and Commerce, reported the following Bills, with amendments, which were concurred in, and the Bills as amended were then read the third time and passed :—

Bill (29),"An Act to incorporate the Bank of Winnipeg (Mr. Girard).

Bill (88),"An Act respecting the Real Estate Loan Company of Canada (limited)."

HAMILTON & NORTH-WESTERN RAILWAY COMPANY'S BILL.

REPORTED FROM COMMITTEE.

HON. MR. HOWLAN, from the Committee on Standing Orders and Private Bills, reported Bill (65), "An Act respecting the Hamilton and North-Western Railway Co."

HON. MR. TURNER moved the adoption of the report, and that the said Bill be read the second time presently.

HON. SIR ALEX. CAMPBELL did not think the report made any recommendation which would enable the hon. gentleman to move the second reading at once. The motion must be to dispense with the rule which required that the notice be advertised.

THE SPEAKER said that all the rules had been complied with except the 57th, and that was not mentioned in the report at all.

HON. MR. DICKEY said that the 57th rule applied to bills introduced in the Senate, and the 56th rule to bills coming from the House of Commons. With regard to Bills coming from the Lower House, all the Senate had to do was to see that the 56th rule was complied with.

THE SPEAKER said that under that construction of the rule it would not be necessary to petition this House in connection with any Bill introduced into the other Chamber. His construction was that a petition would be required under the 57th rule for all bills the subject of legislation in the Senate, whether introduced in this Chamber originally or not.

HON. SIR ALEX. CAMPBELL did not

think it would be expedient for the Senate to relax its rules and to say that there need be no petition presented in the Upper House for any Bill coming from the House of Commons. They would not relax their rules for Bills going down from the Senate, and to relax the rule in the Senate would be to allow this House to be treated without proper respect by the people.

HON. MR. DICKEY thought that, in order to make the procedure uniform, references hould be had to the course taken with regard to other Bills passed this session. In cases similar to this during the present session the 57th rule had not been dispensed with.

The SPEAKER said that the hon. member for Amherst was quite right. It was not his (the Speaker's) place to take exception to such a course, and no member of the Senate had raised an objection. He had, however, called the attention of the Chairman of the Committee on Private Bills to the fact, and had pointed out to him that he considered it irregular that the report did not specifically recommend the suspension of the 57th rule.

HON. MR. HOWLAN said that the Bill in this case had come in by way of petition. The proper motion had been made to refer it from the Standing Orders Committee to the Committee on Railways, Telegraphs and Harbors, to which it properly belonged. If it had come in the regular way to the House, it would have gone direct to the Railway Committee, to which, in his opinion, it should now be referred.

HON. MR. SCOTT thought it was one of the fundamental principles of legislation that a petition should be sent to both Houses. Mere individual representation before a committee gives no foundation for a Bill.

HON. MR. TURNER explained that a petition had been forwarded, but arrived a day too late for presentation, and this was the course that he had been instructed to take.

The report was allowed to stand until to-morrow.

DEATH OF PRINCE LEOPOLD.

ADDRESS OF CONDOLENCE.

HON. SIR ALEX. CAMPBELL moved: That an humble Address be presented to Her Majesty of condolence on the death of His Royal Highness Prince Leopold, Duke of Albany, in the following words:—

To the Queen's Most Excellent Majesty.

MOST GRACIOUS SOVEREIGN:

May it please Your Majesty, the intelligence of the further affliction which has befallen you, in the early and sudden death of His Royal Highness the Duke of Albany, has deeply touched the hearts of Your Majesty's subjects in this part of your Empire. We speak in their name, as well as in our own, when we humbly tender you the expression of our respectful and earnest sympathy.

Your Illustrious Son had spent some time in Canada, during the residence here of the Marquis of Lorne and Her Royal Highness the Princess Louise.

Our attention was thus naturally drawn to the high position he had so early in life attained in the world of Literature and Science, and we had looked forward with confidence and hope to the increasing usefulness of his already distinguished career.

Your Majesty's bereavements have indeed been many and grievous, and the interest which you have so often and so graciously shown in the afflictions of your subjects of low as well as of high degree has intensified our sympathy with your own. Your Majesty's sorrows, we say it with respect of dutiful subjects, have been ours.

We pray that the God of Consolation may comfort Your Majesty, and long preserve you to your people.

HON. MR. SCOTT—The expression of earnest sympathy in the Address which we have just heard read by the leader of the House will, I am sure, find a ready echo through the length and breadth of this land. In no part of Her Majesty's broad dominions, perhaps excluding Great Britain and Ireland, does there seem to be a stronger tie to Her Majesty than in the Dominion of Canada. It is to be remembered that recently a member of Her Majesty's own household has been Governor General of Canada, and that her four sons have at different times visited this country. The late Prince himself a few years ago paid us a visit, and I believe had hopes that possibly one day or other he might aspire to the Governor Generalship. It is therefore, I say, most fitting

and proper that the people of this country should approach Her Majesty and express their warm sympathy with her in her fresh hour of trial. The shadow of death that has so recently crossed her threshold is one that must afflict the Queen most keenly, because the late Prince was more particularly a companion of his mother than any other of her children. We know from recent events what Her Majesty's domestic life is and how deeply touched she is by an affliction of this kind. Since the death of Prince Albert she has had many severe trials. This is a particularly sore one, occurring as it does so suddenly. The late Prince himself had very many qualities of heart and mind to endear him to the nation. As we all know, he was a young man of high culture, not like his two brothers immediately elder that him, the Duke of Connaught and the Duke of Edinburgh, who devote their lives to special professions. Next to the Prince of Wales, he seemed to take a deeper interest in the domestic life of the people, and recently, when public attention had been called to the conditions of the dwellings of the poor we know how earnestly he threw himself into the movement and endeavored to improve as far as he could, by the agitation of the question, the condition of the poorer classes, more particularly those in the City of London. I quite agree with all that has fallen from the leader of the Government in the expressions of regret that the nation entertains at the present moment. But the sympathy with Her Majesty is not felt alone by the English people. One reads this morning, in the telegraphic news from Europe, that France and other powers had availed themselves of this opportunity to express their feelings of condolence with Her Majesty and are doing all they can to soften her grief in this hour of her great affliction. I am quite sure that Her Majesty will feel that the people of Canada share in her sorrow not less than her subjects in other parts of her Dominion, not even excepting those in the midst of whom she resides. With these remarks I beg to second the Address.

HON. MR. PELLETIER—As one of the French members of the Senate I heartily endorse the sentiments of sympathy so feelingly expressed by the leaders on both sides of the House to Her Majesty in her deep affliction, and speaking I am sure the sentiments of all, I may add that in her days of sorrow, as in her days of pleasure, Her Majesty will have the loyal support and sympathy of her French Canadian subjects. To-day we deeply mourn the loss of one of her most beloved sons. The sad news of the sudden death of His Royal Higness the Duke of Albany has caused profound sorrow to all, and in no part of the Dominion more than in the Province of Quebec, from which I come. In expressing the feelings of the French Members of this House I only regret that I am not able to find more appropriate words to convey the deep and sincere sympathy which we feel for Her Majesty in her affliction.

The motion was agreed to.

HON. SIR ALEX. CAMPBELL moved that the Address be engrossed and signed on behalf of this House by the Speaker.

The motion was agreed to.

HON. SIR ALEX. CAMPBELL moved that a message be sent to the House of Commons informing that House that the Senate has passed this Address, and to request their concurrence by the addition of the words "and House of Commons."

The motion was agreed to.

VANCOUVER ISLAND RAILWAY BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (126) "An Act respecting the Vancouver Island Railway, the Esquimalt Graving Dock, and certain railway lands of the Province of British Columbia, granted to the Dominion." He said: The terms which this Bill offers to the consideration of the House in regard to the arrangment of the several disputes existing between the Dominion and the Province of British Columbia, are very much in the direction of the course pursued by the Government of our predecessors in the same matter. Those terms after having formed the subject of deliberation, and of negotiation between the two Governments during Mr. Mackenzie's

regime remained unsettled, partly in consequence of the action of this House, and the differences that continued to exist until the accession of the present Government to power. The terms which the Bill presents have themselves received the attention and the assent of the legislature of British Columbia, and I think when I say that, the objections which have been taken to the Bill elsewhere, and which I have seen reported, really vanish. The objections that I allude to are those which have been taken with reference to the granting of a large quantity of coal lands to a company. Coal lands have been known to exist there almost from the time of the discovery of the Island, and have not been worked except in one or two places—in continuous prosperity only in one place, as I believe the Vancouver Island Coal Company, although prosperous for some years, is no longer so—and the Dunsmuir mine near Nanaimo is now the only prosperous coal mine on the Island. No doubt there are coal beds in the country which this Bill proposes to give to the contractors who will construct this railway, but the proposition to give these lands, comes from the Legislature, and the Government of the Province. The coal lands, just as they are proposed to be granted, but extending over a larger area, embracing sixty or seventy miles which this present proposition does not embrace, were offered as a consideration to the Canadian Pacific Railway Company for the construction of the road some five or six years ago, and that Company, notwithstanding what was said of the value of the lands, was unwilling to undertake the contract. A larger quantity of coal lands, including these, was offered two or three years ago to the Clements Company, an organization headed by a person named Clements, and they had an opportunity of constructing this road and getting these lands for some time, a year at all events. The charter of the Clements Company was passed in 1882, and proposed to give them the very land which this Bill offers to the Dunsmuir Company, if I may call it so. The eighteenth clause of the Act of 1882 incorporating the Clements Company appropriates 1,900,000 acres of the public lands, comprised within certain boundaries; the land is described to be larger in area than this Bill proposes to give to the Dunsmuir Company. But the land, whether it be large or small, is not the property of the Dominion. It is not a subject with which this Parliament can deal. It is the property of the people of British Columbia, and it is for them and their Legislature to deal with it. Supposing they had never legislated in favor of the Clements Company, and supposing this offer had never been made to the Canadian Pacific Railway Company, and that this offer was now made for the first time, it is quite open for them to say what shall be done with their property, and to what purpose, which they consider useful, it shall be applied. The proposition came from them; the principle received the sanction of their Legislature on several occasions, and the proposition contained in this Bill has received the assent of their Legislature by a vote of seventeen to seven, or something like that, so that the Province to which the land belongs has deliberately, again and again, endeavored to turn it to the purpose of constructing this railway to which so much importance is attached; and I do not think therefore that the criticisms against the Bill, founded on the quantity of land to be given away, is a just one or one that this Parliament could consider. It did receive consideration, no doubt, when this Bill passed the Legislature of British Columbia, but having been assented to there, more especially by the majority I speak of (though it would have been the same if the majority had been only one) the right of the Legislature of the Province to deal with it must be admitted. Therefore the criticisms of the Bill on that ground are not well founded, and it does not come within the scope of our duties to criticize the act of the Legislature in giving the lands, or the extent to which they are given. I merely mention this to show that there are two views to this matter—to show that those members of this House from British Columbia, who oppose the Bill because the lands referred to are valuable coal lands, do not oppose it on proper grounds. Coal may exist on the area which is given to the Company, but it may possibly not admit of being worked with profit, and, undoubtedly, it does not include all the coal lands on the Island. The extent of the tract to be given away under the Bill—given away, not by us, but

by the Legislature of British Columbia—covers somewhat less than one-third of the Island. The coast on the Pacific and the northern part of the Island, from Nanaimo upwards, contains coal—bituminous coal, I believe, towards the Pacific, and anthracite coal, I am told, towards the interior—so that there is abundance of land left, over and above this which is to be given to the Company. I have not heard any other criticisms of this Bill. The amount to be given to the Company to enable them to construct this road is $750,000: that is the same amount which was intended to be given to them by the Mackenzie Government. That fact (and probably other reasons) has induced the leading men in the party in Opposition in the other branch of Parliament to give their assent to this measure, and to look upon it, as it ought to be regarded, as a national agreement, to be carried out unless there be some very grave objections indeed. In addition to the construction of the railway by means of the grant which the Government of British Columbia, with the assent of their Legislature, voluntarily tendered, and this $750,000, which we agree to give in order to settle disputes which had existed for many years with reference to the delay in the beginning, and in the construction subsequently, of the Canadian Pacific Railway—in addition to that money and the lands the contractors expect to be able to so use their property as to make the transaction a paying one to them, and I think there is every reason to believe that it will be. But, at any rate, the bargain is one to which the Province of British Columbia has assented, and the enterprise receives, as we have given other railways under analogous circumstances, public aid. There were reasons in this case, in consequence of delay in the construction of the Canadian Pacific Railway, which would not pertain to other cases, and these delays were considered by the people of British Columbia to have very much injured the prosperity of the Province. They took very strong ground upon that, and had made representations in England that the injury to the Province was so serious that they expected to get a very large sum indeed—more than $1,000,000 I believe—in recognition of their losses.

In addition to giving this assistance to the railway the Bill proposes to finish the graving dock. We had originally given $250,000, or agreed to give so much a year, and afterwards compounded that, and gave a certain amount of money—and in addition to that they were to receive a certain sum of money under the Imperial Act of Parliament. All these means in their hands, however, did not ensure the completion of the graving dock, and we thought, as it was a very large public enterprise, and as we were building a graving dock at Quebec, and as they did not seem to be likely to carry out the work themselves, that it would be a wise thing and not an extravagant one, to take over the graving dock and finish it as a public work. That has been done, and this Bill is for the purpose of ratifying this agreement on these two matters and others, if there are others, that have been made. I understand it has been said by some hon. gentleman in the House that the Government would be equally well pleased that this Bill should be rejected. I was astonished to hear such an assertion, and can only inform any hon. gentleman to whom such an insinuation may have been made that it was utterly untrue—that the Government are as anxious about this as about any other public measure which they could have pledged their faith to, as they have done in this case. It has been spoken of in the Speech from the Throne, and it is a measure on which, in the other branch of Parliament, the life or death of the Government was staked. In this House, although we do not deal with the existence of Ministries, yet the Government wish to carry this measure through to keep faith with British Columbia. It is the desire of every member of the Government, and their earnest hope and wish, that the settlement which has been made should be carried out. I was very glad to find that gentlemen in Opposition in the other Chamber, also thought it very desirable in the public interest that the arrangement should be carried out, and I submit it to the House with the greatest confidence, and in the assured hope that the measure will be adopted, It is one which the Government has considered itself bonud to treat as a Government measure from the beginning.

HON. MR. McINNES (British Col

umbia)—I am very sorry, indeed, that I feel it my duty to place myself, on this occasion, in opposition to the leader of the House, and not only in opposition to the leader in this House, but to the Government, of which he is a prominent member. I am obliged to place myself in opposition to that Government, whose general policy has been a wise and progressive one, in my opinion, a Government that has done so much within the last few years, in opening to settlement, such a vast area of our widespread Dominion. I now refer to the railway policy, and I can assure the House it is with great respect I feel it my duty—a duty which I owe to my Province and to this Dominion—a duty, indeed, which I owe to this House, as an humble member of it—to put my views before you as plainly as I can, and to give you my reasons for opposing this measure. I am forced to believe that the hon. the Minister of Justice, who entered into this agreement with the Government of British Columbia, on behalf of the Minister of Railways, was mislead—was grossly mislead by interested parties—for had he been in possession of the facts which I will shortly present to this House, I think he would have paused long before he would ever consent to attach his signature to the bargain into which he has entered with Mr. Dunsmuir and the Central Pacific Railway Company. As most of you are aware, I am not a resident of that favored spot called Victoria, and some hon. gentlemen may take it for granted that it is on sectional grounds I oppose this measure; but it is nothing of the kind, and as an evidence that this is not a sectional or local question, I have only to remark that the hon. gentlemen who represent nine-tenths of the Island of Vancouver in the other branch of the Legislatue, opposed it in the strongest possible manner. I must also add that Mr. Dunsmuir, who is one of this Company, is a member of the Local Legislature, and, I am sorry to say, controls that body,—I say it here fearlessly, within the hearing of my hon. colleague from Victoria, of the Premier of British Columbia and of the Minister of Justice. So aroused were Mr. Dunsmuir's constituents, that the majority of the electorate of that district signed a petition asking him to resign the trust that they had just reposed in him before this measure was passed. There is not a member in the other branch of this Parliament, from British Columbia, with the exception of those from Victoria, but is opposed to it. I mention this only to disabuse the minds of hon. gentlemen, if there are any here who have the impression that I am opposing this on local grounds. Before I enter into the generaal discussion of this Bill, I wish to say a word or two about the report of the Minister of Justice, which was placed upon our desks a short time after the opening of this session, and to call the attention of hon. gentlemen to the map which accompanied it. I have here that map, showing the proposed railway from Esquimalt to Nanaimo, and it does not show the boundaries of the vast area of country which is to be given to this huge coal monopoly. Were the map sufficiently large—and I think it certainly was their duty to have made it large enough to show all the land that is included within this area which is proposed to be conveyed to the Company—it would have shown nearly the whole Island of Vancouver; but, as the Minister of Justice stated a few minutes ago, the proposed grant of land comprised one-third of that Island, I would point out to the House that the map shows very little more than one-half of that portion of Vancouver Island which it is proposed to hand over to this Company, and I therefore say it is misleading. I do not make any charge against the Minister of Justice, and I do not intend to insinuate for one moment that he had anything to do with it.

HON. SIR ALEX. CAMPBELL—Perhaps I had better explain. The contract which was drawn was to construct a railway from Nanaimo to Victoria, and as it was thought there might be some difficulty or perhaps some dispute as to the termini of the railway,—that they might not go all the way to Victoria, or all the way to Nanaimo—I therefore thought it better to have a map showing exactly where the route was to run, under the contract, and there, while sitting at the table myself, Mr. Trutch drew this map.

HON. MR. MCINNES—I thought so, but I am not speaking of the railway itself, but of the amount of land that is to be granted to this Company.

The boundaries are given in this agreement here, beginning at the head of Sanwich Inlet, thence to the mouth of Muir Creek in the Straits of Fuca and in a straight line to Crown Mountain. I should like to ask any hon. gentlemen who have examined this map, if they can find Crown Mountain. If it were shown it would be found to the north as far again as the margin of this map here. That is what I complain of. So far as the route of the railway itself is concerned, it is given very plainly, but I contend that the boundaries of the land should be marked in red ink, the same as the line of railway from Esquimalt to Nanaimo itself. I have here one of the largest maps I could obtain of British Columbia, and I exhibit it to the House that they may see the line I have drawn upon it, shewing Vancouver Island, and the boundaries as given in the agreement. Hon. gentlemen will notice here the little piece of railway that is to be built, 68½ miles, beginning at Esquimalt, and ending at Nanaimo ; and here I might say that there is no one place where that railway is more than six miles distant from one of the finest stretches of navigable water to be found in any portion of the habitable globe ; which is open winter and summer, without a flake of ice floating on its serene waters, and which touches at no less than four different points within the 68½ miles to which I referred.

HON. MR. DICKEY—How many white people are there on the Island ?

HON. MR. MCINNES (British Columbia)—I am not prepared to say exactly, but I suppose there are probably 10,000 or 15,000.

HON. MR. READ—The last census shews 10,427 whites.

HON. MR. MCINNES (British Columbia)—The hon. gentleman is correct, for, according to the census of 1881, there was a large majority on the mainland, and, owing to railway construction, there is a very much greater increase of population on the mainland than on the Island. I would now call the attention of the House to the composition of this Company. It is composed of Mr. Dunsmuir —a very estimable gentleman residing in Victoria, British Columbia, and of whom I have not a word to say, except that he is a most straightforward and honorable man and a good citizen—his son, and his son-in-law, they being the three British or Canadian representatives in this Company. But, although there are three of them and four Americans, namely, the two Crockers, of San Francisco, Leland Stanford, also of San Francisco, and C. P. Huntington, of New York, actually the Canadian members are a very small fraction, indeed, of the financial ability of that Company. They are the owners of the Central Pacific Railway, the Southern Pacific Railway, and the Texas Pacific Railway ; and I find, according to the Montreal *Gazette* of yesterday, that all the Villard shares of the Northern Pacific Company have passed into their hands, a thing to which we have been looking forward to in British Columbia with fear. So, practically, four transcontinental railways are in the hands of the Messrs. Crocker & Huntington, and I may inform the House that greater despots do not live in any civilized country than the very men of whom I speak. To give an idea of the arbitrary and overbearing manner in which they treat people on the Central and Southern Pacific Railways, I might say that merchants living four or five hundred miles inland from San Francisco and shipping goods from New York out there, are not allowed to land their goods where they reside, even though they might be willing to pay the full rate to San Francisco (perhaps 400 or 500 miles on the other side of them), but they are compelled to take every ton of merchandise they ship from the East and land it at San Francisco, after which they must have it re-shipped back again to their very doors. This is not hearsay, hon. gentlemen, for I can verify it if necessary. Not only do this Company own these four transcontinental railways, but they are also the possessors of all the valuable coal measures on the Pacific coast ; and not only do they own these, but under another name they are the Pacific Mail Steamship Company, whose vessels have the monopoly, I may say, of the trade in that portion of the Pacific Ocean, and whose steamers ply between the different ports from Cape Horn to Alaska, to the Sandwich Islands, to the Fiji Islands, to Aus-

tralia, New Zealand, Tasmania, China, Japan and Asia generally. I have mentioned these facts to call attention to the operations of this Company, as they are not only carriers by land, but by water as well, and it can well be seen that the Canadian Pacific Railway will be at immense disadvantage if we place all these coal lands within their grasp; and any private steamship company—the Allan Company or any other—that may desire to place a line of steamers between Port Moody, the terminus of the Canadian Pacific Railway, and China, Japan, or any of these countries, for the purpose of carrying freight, passengers or mail—will be at the mercy of this monopoly. And why? Because they would come into direct competition with this very Company. It may be said there is a provision in the Bill that the Company will be compelled to sell coal to the Canadian Pacific Railway Company and to the federal or local legislatures, at the same rate as they sell to other companies; but we all know how those shrewd, keen American business men deal with such matters. They, being the owners of these lines of steamers, and of the other coal beds in the adjoining territory, and as they depend largely upon those steamships to get traffic upon their trans-continental railways, they cannot only limit the output of coal to what they themselves require, but they can close their Canadian mines altogether, and work only their Washington territory mine. Or, even if they do keep their mines open in British Columbia they can charge themselves $10 or $15 a ton, or they may raise the price $2 or $3, because they can charge themselves the same, and yet, to use the common expression, they will simply be taking money out of one pocket and putting it in the other. I will just read a few extracts from some American papers, as to the reputation of some of those men. I have here the San Francisco *Chronicle*, of date 31st December last, which says:

"The Managers of the Central Pacific Railway Company have completed their preliminary arrangements for building the Vancouver Island Railway."

It will be noted, hon. gentlemen, that Mr. Dunsmuir, his son and son-in-law are here entirely ignored. The article continues:—

"The Dominion Government have given them a subsidy of $750,000 cash, and the Provincial Legislature 2,000,000 of acres of land. The road will be 70 miles in length, connecting the Nanaimo and Esquimalt Railway, and these lands will embrace immense forests of pine, cedar and hemlock, and a vast amount of coal land not hitherto taken up by speculators. Their expectation is to become coal merchants, and to supply the San Francisco and other markets on the Pacific coast, and to such an extent do some think this will be carried, that it is feared our shipping interests will be seriously affected, by making it unprofitable for English wheat ships to bring coal in ballast. Should this occur, the number of wheat ships might be greatly diminished, and ocean freights raised so high that the farmers might be compelled to send their crops to Europe by way of New Orleans. Another motive is attributed to the builders of the short route in British territory."

I want hon. gentlemen to pay particular attention to what follows:—

"The Straits are so narrow at Nanaimo that they may be crossed by easy ferryage, which would make Victoria the proper terminus of the Canadian Pacific Railway. If, however, the Vancouver Island road were made a link in that scheme, the terminus more properly being fixed at the southern end of the Island, the Central Pacific would be in a position to dictate to the Canadian Pacific, in respect either to its Asiatic or any advantages it might hope to have from trade with San Francisco or other ports of California. The Vancouver line, though so far off and so brief, may therefore, by shrewd management, be made to seriously affect our local interest."

HON. MR. MACDONALD—Those are California interests; they speak of preventing ships going there.

HON. MR. McINNES—Yes, but there is another feature of it that I hope my hon. colleague from Victoria will bear in mind.

HON. MR. MACDONALD—It is only a newspaper article after all.

HON. MR. McINNES—Certainly, but newspapers occasionally tell the truth. Those gentlemen are boiling over with delight with the good bargain they have made; the consequence is they cannot restrain themselves, and have to give vent to their satisfaction. I will now read to the House a short article upon this Mr. C. P. Huntington. The following is taken from the "New York Sun:"

"People who have read the Huntington letters attentively, have made the acquaintance of a shrewd, energetic and cheerful character, totally deficient in the moral sense. There is nothing sham about Mr. C. P. Huntington; not a trace of hypocrisy in his organization. His business was to buy votes in Congress, to bribe public officials, to put up jobs against the Government, to deceive and mislead public opinion, to get money out of the public Treasury for the benefit of himself and his associates. And he went about that business directly and cheerfully, and with as little sense of degradation as if it had been the most honorable business in the world. If he refrained from proclaiming his theories and methods to everybody, as frankly as he confided them to General Colton, it was because that would have defeated his plans, not because he was ashamed of himself. He was not ashamed of himself, and probably he is not to-day. Railroad ties were for sale, and he bought them; senators and representatives were for sale, and why should he not buy them, too? He paid cash to engineers and surveyors for running a line; why should he not pay cash to legislators for voting him the right of way?—"New York Sun."

I have a number of other extracts, of the same character, from leading journals of the United States; but I think the foregoing should suffice to show that he is certainly not a desirable person to get control of all our coal lands in Vancouver Island. I will now read a few extracts from a letter written to me by a gentleman whose name I regret I am not at liberty to use. If I mentioned his name it would be sufficient guarantee that he is one of the best authorities, and has probably greater knowledge of the Pacific Province than any other man east of the Rocky Mountains; indeed there are few men now in that Province who are nearly so well acquanted with the resources of that country, or its probable future, as this gentleman, whose opinion I shall quote. After discussing other matters, he goes on to say:

"It does, however, appear to me that the giving control of all the coal lands of the coast to a foreign railway company, who have not a good reputation in their own country for fair dealing, and whose railway interests are in direct competition with those of the Pacific railway, is fraught with danger to the latter, as well as to the Imperial and Dominion interests, as the Company might at any vital time limit their output of coal, so as just to be sufficient for their own use, and so have none to sell to anyone else."

Now, hon. gentlemen, although I could never see that there was any necessity for this short line of railway between Nanaimo and Esquimalt, I am not opposing it. My reasons for the view I have held were these: there is not one square mile of country that will be opened up by the building of this Island railway, and, as I said before, it skirts along one of the finest stretches of navigable water to be found anywhere; there is no agricultural interest to be served, and no mineral interest to be developed by that road, and I would further add that it is altogether in the interests of a few malcontents in the favored city of Victoria, who have been keeping up an agitation, and who control the local legislature. It is a misnomer to call it a British Columbia Legislature, for the British Columbia Legislature has been, since I went to that Province, purely and simply a Victoria Legislature Since I have touched upon that subject, and as it may appear strange to hon. gentlemen in this House why the so-called Legislature of British Columbia should pass this measure by such a large majority, I may state that that body is composed of twenty five members, twelve of whom are elected from the Island, and thirteen from the mainland. But, of the twelve members elected for Vancouver Island, ten live in Victoria city and district, and two in Nanaimo and Comax. Unfortunately for the mainland and unfortunately for the Province as a whole—are elected on the mainland, but are residents of Victoria—thereby giving Victoria thirteen members out of twenty-five. It is therefore quite apparent that thirteen of the gentlemen occupying seats in the Local Legislature, have all their interests in Victoria and district. That is bad enough, so far as private members go, but when I call the attention of hon. gentleman to the fact that of the four Ministers who comprise the Local Cabinet, there is not one who is not a Victorian, they will no doubt find a sufficient solution as to why this extraordinary Bill, which grants exceptional privileges and rights to this Company, and Victoria, has been passed by that Legislature. I might here refer to a remark which fell from the leader of the Government in this House. He said that a similar Bill to this, known as the Clements Bill, was passed in 1882, and that that company, of which Mr. Clements was

the head, was to receive more land than is now to be given to the Dunsmuir Company. Well, I made a statement a few days ago, when I asked a question of the Government, and on that occasion I was contradicted by my hon. colleague from Victoria. I never like to make a statement and to insist upon its being cor rect, unless I am positive that I am right, and immediately after that occurrence I consulted the Act which I now hold in my hand, and I found that the boundaries in the two Acts are precisely the same.

HON. MR. MACDONALD—I beg the hon. gentleman's pardon, they are not.

HON. MR. MCINNES (British Columbia)—I will shew the hon. gentleman where they are not. In the latter part of the report of the Minister of Justice, on page thirteen, the difference is explained.

HON. MR. MACDONALD—Will the hon. gentleman look at section four of the present Act.

HON. MR. MCINNES (British Columbia)—I am aware of that, and it is certainly a strained construction; I must confess I do not understand the question, if that construction is correct. But, even assuming that they do not get quite as much, I will shew the House another important condition in this Bill which does not exist in the Clements Act of 1882. I will turn to the report of the Minister of Justice, and on page thirteen, after giving the boundaries, it reads:

"In consideration of the construction of the said line of railway, in so far as such line shall be vested in Her Majesty, and held by Her for the purposes of the said railway, or for the purpose of constructing or to aid in the construction of the same, and also all coal, coal oil, ores, stones, clay, marble, slate, mines, minerals and substances whatsoever in, on or under the lands so agreed to be granted to the said contractors aforesaid, and the foreshore rights in respect of all such lands as aforesaid, which are hereby agreed to be granted to the said contractors as aforesaid, and border on the sea, together with the privilege of mining under the foreshore and sea opposite any such land, and of mining and keeping for their own use all coal and minerals (herein mentioned) under the foreshore or sea opposite any such lands, in so far as such coal, coal oil, ores, stones, clay, marble, slate, mines, minerals and substances whatsoever, and foreshore rights are owned by the Dominion Government, for which subsidies the construction of the railway and telegraph lines from Nanaimo to Esquimalt shall be completed, and the same shall be equipped, maintained and operated."

This is what I wanted to impress upon the House. The foreshore rights extending from Seymour Narrows down to Esquimalt, and including six miles of Alberna Inlet, will give them something like 225 miles, and in a very considerable portion of that coal is know to exist in large quantities; so that this is given in addition to anything that was asked for in the Clements Bill; besides, as I mentioned the other day, the Clements Bill provided for the building of 145 miles of railway, from Esquimalt to Seymour Narrows, while this only provides for the building of a railway from Nanaimo to Esquimalt, 68½ miles long So, I contend there is a larger quantity of land, or at any rate as large a quantity, to be given away in this Bill. I might also state that the lands proposed to be given to this Company are to be thrown open for four years, to actual settlers—of course for agricultural purposes—at one $1 per acre. After that, all the lands not taken up will be the property of this Company, and this is to run on for all time to come without their being subject to one cent of taxation. Now, this Bill is claimed to be a settlement Bill—a Bill to settle all the differences between the Province of British Columbia and the Dominion of Canada—but I would mention here that, since the commencement of railway constructions in British Columbia, contentment and prosperity have been prevailing in every section of that Province, and there has not been one word of dissatisfaction or discontent uttered, with the exception of what may have been said by interested parties in Victoria. And I would ask what provision is made for the land within the railway belt on the mainland? This is what is stated: "The Government of Canada shall, with all convenient speed, offer for sale the land within the railway belt, upon the mainland, on liberal terms to actual settlers." Now, I would really like to ask why this exceptional legislation was made?

HON. SIR ALEX. CAMPBELL—What is the inconsistency?

HON. MR. MCINNES—It is this: Why should they be charged one dollar an acre on the Island, while it is left an open question on the mainland? I was told by the President of the Legislative Council the day that I left Victoria, that the reasonable price to be fixed was two dollars and a half per acre. Is that fair?

HON. SIR ALEX. CAMPBELL—The hon. gentleman is quite mistaken. On my return from British Columbia the price of land on the mainland was fixed at one dollar per acre.

HON. MR. MCINNES—I must say I am very much pleased to hear it. It struck me as a very strange thing that it should be left an open question on the mainland, while the rate is fixed on the Island by this Act. If the question had been left open, I certainly would have had some trouble in consequence, and I apprehend that difficulties would have arisen between the squatters and the Government. When I had the honor of occupying a seat in the other branch of the Legislature, I asked a question of the Government in connection with that subject. It appears in the Commons Debates of 1879, and I suppose I am at liberty to read it. My inquiry was as follows:

"Whether it is the intention of the Government to give an assurance to all who may settle on the railway reserve lands in British Columbia that they will be allowed to purchase all lands occupied or improved by them at whatever price the Government may set on adjoining unoccupied or unimproved lands."

I was answered by Sir Charles Tupper in the following words:

"When the lands reserved for railway purposes become the property of the Government, they will be prepared to consider the equitable claims of squatters, by allowing them to obtain possession at the price of the land before the improvement; or, if the lands are required for railway purposes, the Government would pay them the value of the improvements that have been made."

On the strength of this assurance from the Government, and on my own recommendation, hundreds have gone in there and squatted on those lands, so I am certainly very much pleased to hear that the price has been fixed at $1 an acre. I might also mention in connection with this Bill that there are grave doubts as to the propriety of expending any more money upon that dry dock at Esquimalt. I will read an extract or two from a speech delivered by General Laurie, before the Geographical Society in London, a couple of years ago, in which he condemns the place as not being suitable for the head quarters of a British fleet in the North Pacific. In speaking of the necessity of retaining the coal lands of Nanaimo under the protection of the Imperial Government, he says:—

"An expedition launched against it from the Puget Sound ports, would not have to pass Esquimalt, and, even if notice of appearance of the expedition were sent to the vessels stationed there, they would but arrive in time to witness the destruction consummated, not to prevent it. With the shipping piers, &c., at Nanaimo destroyed, our vessels would be dependent on sail power—a pleasing condition for our mercantile, as well as our militant, marine. Of course, coal could be stored in quantities under the guns at Esquimalt, but the supply could only be limited, considering risk of loss, certainty of deterioration, and enormons increase of expense; it is therefore in all respects desirable to maintain Nanaimo rather than Esquimalt as our coaling depot, where the supply would be cheaper and practically inexhaustible. But it is also important to prevent an enemy not merely stopping our obtaining coal from Nanaimo, but obtaining possession and holding it as a source of supply for his own ships. A garrison shut up in Esquimalt would hardly guard against this, and the vessels there, as stated, could not readily prevent it."

He goes on to say:—

"It is from consideration of all this that I am led to recommend that our naval depot at Esquimalt be abandoned, and that one be established at Burrard Inlet. We are thus enabled to concentrate our available means of defence, making that the centre of our position; it is placed immediately opposite to Nanaimo, and can thus much more readily render assistance to that point than could be given from Esquimalt. In fact, an expedition coming from the south against Nanaimo could be observed, and met on the Straits of Georgia by ships from Burrard Inlet, whilst, as already mentioned, vessels from Esquimalt could only arrive after the mischief was done. Any protecting works considered necessary at Nanaimo could for these reasons be on a smaller scale, as assistance could be obtained so much more quickly."

"My proposed naval depot (that is, Burrard Inlet) will be but thirty hours by rail from the fertile plains and great food-producing districts of the Saskatchewan, with which it will of course be in direct telegraphic communication, and as these territories are being rapidly peopled, they would pour down, not

merely supplies, but reinforcements of men to assist in repelling any attack in force, an aid that could not be furnished to Esquimalt if our garrison there were it attacked, and we had temporarily lost the command of the sea during the absence of our squadron."

That is the opinion of a disinterested gentleman, one who acted for a considerable time as the Adjutant-General in our Province.

HON. MR. MACDONALD—That opinion is not worth a straw.

HON. MR. MCINNES—I am sorry to say that nothing is worth a straw in the estimation of my hon. friend, except what emanates from, and is in favor of, his blessed Victoria. However, if that opinion is not worth anything, I would ask the hon. gentleman if the opinion of the Minister of Railways is worth nothing. That hon. Minister said in the other branch of Parliament a few days ago that—

"Her Majesty's vessels have during the last year surveyed the harbor, and their officers have now represented to the Admiralty the propriety of making Port Moody the headquarters of the Admiralty on the Pacific coast, as being the best location to be found there, and that there is nothing on the Pacific coast superior to it."

HON. MR. KAULBACH—When did General Laurie give that opinion?

HON. MR. MCINNES—About a year ago. If Esquimalt is not a fit place for this purpose, if it is liable to be destroyed or stormed at any time, certainly it does not seem to be a proper place for this dry dock.

HON. SIR ALEX. CAMPBELL—The defence there must depend upon the navy, if you are weak on the Pacific coast. The dry dock is no defence. If you are strong on the Pacific coast, you are as safe as you can be.

HON. MR. MCINNES—I have only given the opinion of one whom I believe to be a competent and reliable judge of the matter. Now, this agreement, entered into—I will say entered into privately—has never been advertised in any of the Canadian, American or British news papers; and I claim, as I mentioned in the question which I asked a short time ago in this House, that if the reports of the enormous value of the coal, iron, marble and other minerals that are included in the lands now proposed to be given away, are correct, I believe that capitalists, not only in this country, but in England, would willingly embark in the enterprise, and build the road for one-half of what is proposed to be given away in this Bill. I have here Mr. Richardson's geological report, and if hon. gentlemen will consult the map that is given of the coal fields on Vancouver Island, and compare it with the map of Vancouver Island, and the block of land that is proposed to be handed over to this foreign Syndicate, they will find that there is not one square mile of coal fields beyond that boundary.

HON. MR. KAULBACH—What is the date of that?

HON. MR. MCINNES, (British Columbia,) from 1872 to 1873. Now, it may be very well, as some interested gentlemen in the other branch of Parliament have been doing, to assert that there are vast quantities of coal beyond the limits of the area granted to this Company, but I think we ought to take such assertions with a great deal of caution, and in fact only for what they are really worth, and that is nothing; more particularly as we have here the report of a gentleman properly qualified—which report has cost this country thousands of dollars. I speak now by the book, as the saying is, and I state that there is no coal beyond this, so far as we know. It is true that a number of men have applied for coal claims, beyond the limits which are proposed to be given away, but up to the present time there is nothing at all known upon the subject. It is also true, I believe, that some anthracite coal was discovered, and some was shipped from Queen Charlotte's Island, which is distant 200 or 300 miles from the terminus of the Canadian Pacific Railway and Esquimalt, but it was a broken seam and the Company failed. According to Mr. Richardson's report—if hon. gentlemen will turn to page 83, they will find the map—Mr. Richardson assumes that we have 400 square miles of coal within the boundaries that are proposed to be handed over to this Company. He further estimates that

every mile contains 16,000,000 tons of coal,or a grand aggregate of 6,400,000,000 tons, within that area.

HON. MR. MACDONALD—It is a good deal.

HON. MR. McINNES—Yes, it is a good deal. That leads me on to another point.

HON. MR. POWER—Perhaps the hon. gentleman will excuse me, but did I understand him to say that all the coal lands are included—or pretty nearly all the coal lands—in the quantity granted to this Company?

HON. MR. McINNES—I think all are included.

HON. MR. POWER—Are there not coal lands on the mainland?

HON. MR. McINNES—Some small seams of coal have been discovered some 200 miles inland, some 30 or 40 miles away from the Canadian Pacific Railway, and I believe coal has been discovered in the Rocky Mountains, but I am speaking now of the coal measures along the coast, where they can be got at easily and cheaply. In British Columbia we have no royalties upon any of our minerals, and this Company, if they get possession of our coal lands, will hold them without the payment of any royalty or any taxation,—they are not liable to be taxed. Not only that, but to shew the House how thoroughly the Legislature of British Columbia is under the control of this Mr. Dunsmuir and his associates,—they were not satisfied with giving them 2,000,000 acres of land, with all the coal and other minerals it contained, but if we turn to the Acts of that Legislature passed a few weeks ago, what do we find?

I find that in the Bill entitled "An Act to Amend and Consolidate the Laws affecting Crown Lands in British Columbia," one clause is as follows: "Provided always that there shall be, and there is hereby reserved to us" (that is the Crown) "our heirs and successors a royalty of five cents per ton upon and in respect of each and every ton of coal raised or produced from the lands hereby granted." This is in order, if coal should be discovered on the outside of this belt, to handicap any company who might open a mine to the extent of five cents per ton. Can hon. gentlemen imagine anything more outrageous than that, showing conclusively that they intended to have the sole control of the coal of the Province and of the coasts? A couple of years ago the output of coal at Nanaimo amounted to nearly 400,000 tons. It is true it was very much diminished last year in consequence of a strike in the principal mine. Take it for granted that the output for the next five or ten years would be only 400,000 tons, the Province of British Columbia would lose in that item alone $20,000 annually. Assuming (and it is only a reasonable assumption) that owing to the completion of the Canadian Pacific Railway, and the enormous amount of freight that certainly ought to be attracted there, and the number of steamers that would call, that the output would be increased to a million tons a year, there is $50,000 that the Legislature of that Province loses annually. Is there justice, right, common sense or honesty in that, I would ask hon. gentlemen? Taking that royalty of five cents a ton and placing it on the 6,400,000,000 tons of coal that is included in the ground proposed to be handed over to the Company, it will give you the enormous sum of $320,000,000. I could not realize it at first, until I went over it and figured it out.

As I have said, I have a great respect for Mr. Dunsmuir: he was one of the strongest opponents in British Columbia to the building of that Island railway until two years ago. This is no hearsay: I state it and can prove it, and there are other hon. gentlemen in this House who know it as well as I do, but like a shrewd business man (and I do not blame him for it) he saw he could make millions of dollars out of it, and it is said, and I believe it, whenever the transaction is consummated he takes whatever shares are allotted to him and he is out of it altogether. This Island railway of 68½ miles in length is supposed to cost at the very most $2,250,000. Now, what are we doing? We are giving nearly $11,000 a mile as a bonus. We are giving them one of the largest bonuses ever granted to a railway, as far as I know, in this Dominion, and for what? To gratify a few interested individuals and to place an embargo on

the Province of British Columbia, to retard its progress and to make it subservient to this huge monopoly that is trying to get us fastened within its grasp.

I think that I have said enough to convince every hon. gentlemen that it is not in the true interest of this country to grant this Company the control of our coal lands in the Pacific Province. I cannot urge too strongly upon hon. gentlemen that if the Company get control of these lands, all that we expect to accomplish by the building of our great trans-continental railway will be lost. I verily believe that if we pass this Bill, the stock of the Canadian Pacific Railway Company will immediately drop from five to ten per cent. I have no hesitation in saying so: I believe it firmly. I have reasons for believing it. Is it not a fact that the Canadian Pacific Railway Company realize the imminent danger which they are in at the present time—that if they could possibly have this agreement altered they would?

HON. MR. PLUMB—They had the opportunity of building the road.

HON. MR. McINNES—I am perfectly aware that they had the opportunity of building the road, but as Mr. Dunsmuir told me two years ago, the line would not pay for the running of one car a week; it was the coal he was after. It was in the coal he saw the money, and the Canadian Pacific Railway Company know that now full well. Besides, we know the Canadian Pacific Railway Company were not in a position financially a short time ago to take any funds away from the construction of the main line.

HON. MR. PLUMB—Is there not special provision made in the Bill about supplying coal?

HON. MR. McINNES—The hon. gentleman may remember what I stated before: this Company alone consumes 33,000 tons a month; that is 400,000 tons a year, and they can charge themselves and other companies an exorbitant figure—they would be selling to themselves—it is merely taking money out of one pocket and placing it in another. What has this country done within the last five or six years? In order to cement and unite together the different provinces of which this Dominion is composed we went to work with a right good will and expended more than $30,000,000 in constructing the Candian Pacific Railroad. A few weeks ago we loaned $30,000,000 more to the Canadian Pacific Railway Syndicate to enable them to accomplish their gigantic undertaking. In that we were acting wisely; but are we now right, on the heels of that, in going to work to place a barrier in the way of the successful operation of that railway? When shall we get our $30,000,000 paid back if we go to work and prevent that from being a paying institution? I fail to see it, and I should like some hon. gentleman in this House, or out of it, to show me. I have nothing to gain—not a friend or private interest to serve—but on the contrary if I have anything to lose by this legislation it is by taking the position I do now in opposition to the Bill, but I feel I should be unworthy of a seat in this House, as one of the three representatives in the Senate from the Pacific Province, to allow this Bill to go through without recording my vote against it, knowing as I do that it would be highly detrimental to the best interests of British Columbia, and of the Dominion as a whole. It is urged that because the Legislature of British Columbia has passed this Bill, that it is our bounden duty to pass it here. I think such is not the fact.

HON. MR. McMILLAN—What was the majority?

HON. MR. McINNES—The vote, I believe was fourteen to eight. I have always understood, one of the principle functions of this House was to check rash and crude legislation, no matter from what source it emanated, and I believe if there ever was a time in the history of this country, since Confederation, when the Senate should exercise its authority, it is now, by rejecting the unwarranted legislation coming from the Legislature of British Columbia. I believe that is the position we ought to take, and that the House should view it in that light. If they do I am satisfied that the result will be that this Island railway will be built for half what it is now proposed to give

them. If this Government and the Government of British Columbia go to work and advertise the vast resources within this belt that is proposed to be given to Company, I believe that the line can be constructed for one-half the land grant proposed in this Bill.

It may appear rather presumptious in a young member of this House to tell hon. gentlemen, many of whom are old enough to be my father, what their duty is, but I certainly feel that I cannot allow this Bill to go without entering my protest against it.

HON. MR. MACDONALD—I shall confine myself to answering some of the charges made by the hon. member from New Westminster. They are very serious indeed: One is that the Minister of Justice was misled during his visit to British Columbia. Those who know that hon. gentleman. would not believe anything of the kind for a moment. Even had the attempt been made, the whole of British Columbia could not deceive him, with his knowledge of the facts and of the history of this whole case, and the charge falls to the ground unfounded.

The next charge, and it is a very serious one also, is that Mr. Dunsmuir controls the Assembly of British Columbia. I deny that *in toto*. He no more controls that body than the hon. gentleman sitting opposite, or any other member of this House. He has no more influence in that Assembly than any other member of it, and I am quite certain the Government of British Columbia are perfectly independent of Mr. Dunsmuir. So much for that charge. The hon. gentleman speaks about nearly all the members living in Victoria.

HON. MR. MCINNES—City and district.

HON. MR. MACDONALD—There are thirteen members for the mainland, and the hon. gentleman says that nearly all the votes in favor of this Bill were given by representatives of the Island.

HON. MR. MCINNES—I did not say that.

HON. MR. MACDONALD—The hon. gentleman conveyed the impression that nearly all the votes in favor of this Bill were given by Island members.

HON. MR. MCINNES—I did not refer to the Local Legislature then. I had then reference to the votes cast in the House of Commons here.

HON. MR. MACDONALD—The votes were about equal. Mr. Barnard was ill and unable to speak.

HON. MR. MCINNES—Where does he live? In Victoria.

HON. SIR ALEX. CAMPBELL—What about the Legislature of British Columbia.

HON. MR. MACDONALD—Of the thirteen members representing the mainland, three voted against the Bill and ten for it, and the two members from the New Westminster district voted for it. One member, Mr. Armstrong, from the Town of New Westminster, voted against it. Of the Vancouver Island members four, who are controlled more or less by the Vancouver Coal Company, voted against the Bill. They live at Nanaimo, and their interest is with the Vancouver Coal Company, who have all their shops and works there.

HON. SIR ALEX. CAMPBELL—How many of the Island members voted for it.

HON. MR. MACDONALD—Eight members voted for it, and four against, and Mr. Dunsmuir, one of the contractors, would not vote at all

HON. MR. MCINNES—I do not want the House to be misled. When the hon. gentleman says that three members from the mainland voted against the Bill, he should have explained that there are several of the mainland members who are Victorians. They live at Victoria, and have all their interests there, although they represent constituencies on the mainland.

HON. MR. MACDONALD—There is only one, the member for Cariboo, and he is obliged to live at Victoria, while he is a member of the Government.

HON. MR. MCINNES—Wilson, Davy, and Robinson.

HON. MR. MACDONALD—Mr. Robinson, of New Westminster, has no domicile there: he is there because he is a member. The reason why Crown Mountain does not appear on the map that the Minister brought in is this: the country is not surveyed, and its true position is not known. A great many of the maps of Vancouver Island and British Columbia are guess-work and not finished maps, and therefore some places are not put down. I am so instructed by the Chief Commissioner of Lands and Works of British Columbia. Now, as regards the other point, the road running by navigable waters, that is no argument at all. We find most of the railways of the world running by navigable waters, but in this age of progress navigation is not fast enough, you must have more rapid communication, and so that argument falls to the ground.

HON. MR. MCINNES—What resources are to be developed by this railway?

HON. MR. MACDONALD—Now, with regard to this Company interfering with the trade of the Canadian Pacific Railway, the Syndicate are shrewd enough to take care of their own interests, and if they could see that these lands and coal measures should belong to them they would have had possession of them before now. The Government offered them those lands and a subsidy as well, but they declined to touch it or look at it. They are quite as capable as the hon. gentlemen is of watching their own interests. The hon. gentleman says, that this work has been entirely done in the interest of a few malcontents in Victoria. The weight of evidence is entirely against him: we find ten members from the mainland voting against this Bill, and, in another place, telegrams were read from men in the New West-Minster District in favor of it. The House of Assembly in 1882 offered to give away a larger area of lands than this Bill deals with. In the spring of 1883 they were given to the Dunsmuir Company and are given away again now. The consensus of opinion in British Columbia, confounds anything the hon. gentleman can bring forward to the contrary. Now, with regard to the Clements Company, who got this land some time ago, the hon. gentleman tried to prove that the bargain made with them was more beneficial than the agreement made with the Dunsmuir Company. Now, in the first place, they were not required to build a Railway of any particular character; they could build just what they liked; and they were to receive more land than this Company is getting. What became of that Company? If the Americans (and Mr Clements is an American) were so anxious to get hold of our coal lands, and control them, and if they are worth so many millions, as the hon. gentleman says they are, could he not have raised $2,250,000 to build that road?

HON. MR. MCINNES—Why did they not advertize those facts?

HON. MR. MACDONALD—They are advertised everywhere. It was known in England, New York and California that anyone could have those lands who would build this road. They have been there for all these years; anybody who would undertake this work could have them, but nobody seemed to want them. Mr. Dunsmuir would not touch those coal lands. What does the small cash subsidy amount to if these lands are so valuable? It would be a mere drop in the bucket. If the lands are worth a quarter of what the hon. gentleman says they are, this money grant would not be counted anything in the bargain.

The Clements Company not only got more land, but they got everything it contained, surface and minerals. They could keep anybody out of the tract or not just as they liked. Under the agreement with the Dunsmuir Company this land is open to pre-emption for the next four years, so that the whole surface of that country, where the land is worth anything, may be taken by *bona fide* settlers, who will help to develop the Island.

HON. MR. NELSON—The Company get the purchase money of the land.

HON. MR. MACDONALD—After the end of the four years the Company get the purchase money, but the Province gets the population, and at the end of the four

years the land is subject to taxation and contributes to the Provincial revenue.

Now, with regard to the dock, I should be very sorry to say anything that would hurt the feelings of General Laurie, but that gentleman has made the most unsoldierly address that could be imagined, an address such as an old woman might be expected to make. He has gone on the assumption that the British fleet would be fastened to the harbor, and could not get out if an enemy appeared on the coast. It is a most absurd proposition. He said that the dock could not be defended without firing over or into it. Such bosh from a military man is extraordinary. Would those ships remain in the harbor if an enemy appeared outside? Not likely. As Admiral Sterling said, any attack will be made from the ocean, and will have to be met outside the harbor. When the British fleet is driven off the ocean, then we may abandon not only the dock but the whole Island as well. That day will never come, and the only enemy we have to fear is Russia. General Laurie ought to have been more careful than to make a remark of that kind.

Nanaimo is fully as easly guarded as Esquimalt. There is a land-locked harbor of nine miles, and that too would be defended outside.

Now, as to the enormous quantity of coal given away by this grant, the hon. gentleman magnifies it, I do not know how many thousand times. I do not say that there is not a great deal of coal there: I hope there is. The more coal we have the better for the country, for the Company and for all concerned. Mr. Richardson, in his report, after making calculations on the basis of Australian and English coal fields, goes on to say, that to attempt a calculation of the productive yield of a coal field would be premature before all the details have been ascertained. The extent to which they can be profitably worked cannot be known without an actual test. If Mr. Richardson were alive to-day and on the floor of this House I would defy him to substantiate the figures produced by the hon. gentleman. He could not do it. As I said, I hope there is plenty of coal there, and if that is so, so much the better for all of us.

The hon. gentleman said that the stock of the Canadian Pacific Railway would fall, I do not know how many degrees, if this Bill were to pass. It is not likely that the Government and Parliament of Canada, after all the aid that has been granted that Company to promote the construction of a trans-continental railway, would sanction this arrangement if it would interfere in the slightest degree with that great undertaking. As I said before, the Canadian Pacific Railway Company are quite able to take care of their own affairs. If they saw any danger to their undertaking I am perfectly certain that that they would approach the Government and ask them not to pass this Bill; but they have not done so. They have no fear of it; they know they can get all the coal on the mainland and elsewhere that they want. I believe that a very large seam of rich coal has been discovered at Nicoal, on the mainland. A Bill was before the House of Assembly this year for a railway to that district, but the Government could not see its way to giving a grant of land, in aid of it, and nothing has yet been done, but the coal is there undoubtedly.

The hon. gentleman has accused a clique in Victoria, of being the cause of this legislation. I would be very sorry to attribute motives to the hon. gentleman himself: I have no doubt he is influenced by a patriotic sentiment, and I will not accuse him of personal motives, but the whole country—not Victoria—has made this settlement. He has made an attack on American capitalists coming to develop these lands. The very thing he deplores is what I hail with satisfaction. I do not care where the capital comes from, so long as it is employed in developing our resources.

HON. MR. MCINNES—The hon. gentleman is misrepresenting me: I know he is not doing it wilfully, but I did not say anything of the kind.

HON. MR. PLUMB—Oh, yes.

HON. MR. MCINNES—What I said was this, that it was the character of those men—not their money, but their unscrupulous character that I objected to.

HON. MR. MACDONALD—What weight should any of us attach to newspaper articles in this country against our

friends? Does any one believe them for a moment? Are they not written by interested parties—by scurrilous blackguards in most cases? Perhaps some man was paid to write that article against Mr. Huntington. This House is not likely to be influenced by a clipping from a newspaper article. If it could be, no man's character would be safe—any of us might be held up to execration by the press of the country.

I do not charge the hon. gentleman with any sectional feeling or having any private interest in this matter. He knows what his privale interests are, and what the mainspiring of his opposition is I leave it to himself to say: he can settle that with his own conscience.

This Bill is a settlement of all matters in dispute between the Province of British Columbia and Canada. I give it my support, even if we were obliged to make a sacrifice. I think it is detrimental to our Province that any question should be pending which would keep the people on the rack continually. I support this motion because it will develop our industries; it will bring wealth and population into our country and benefit the whole Province. I do not look at the question in a sectional or narrow spirit. Every one here knows that while the battle of the routes on the mainland was being fought, I had my favorite route. Directly that matter was settled I never referred to the subject again, and I never oppose anything done on the mainland. With regard to railway matters, I have no objection to seeing the railway built where it is being built, but I will say this, that if the grant of land mentioned in this Blll were to be devoted to the railway to Port Moody, we would not hear a single word against the measure. It would be the wisest transaction the Government ever entered into.

HON. MR. McINNES—No. I would oppose it as strongly as I oppose this.

HON. MR. MACDONALD—I do not question the right of the hon. gentleman to deal with any matter affecting the Province of British Columbia, but I think he is going beyond his duty, as well as his district, when he tries to stop expansion and improvement in any section of the country. Although there is a small strait between the Island and the place where he lives, he should know that what will benefit the Island will benefit the whole Province. Who are the best customers for the products of the mainland of British Columbia? Are not the people of Victoria and the Island? We take all your surplus beef, butter and other kinds of produce. We cannot eat all your salmon, but we take everything else, and if we have the money on the Island, you will receive a corresponding benefit in return.

This matter has been pronounced on three separate times by the Assembly and people of British Columbia, and I now ask how comes it, if this land is worth so many millions, that it was not taken up years ago by the Hudson Bay Company, who were the first to mine coal on the Island, and knew all about it? They have been mining there for thirty years, and if they had wanted this land they could have secured every acre on the Island. They had the capital, and the knowledge of the locality. How comes it that since 1874 the land was not taken up by squatters? It is true a certain portion of it has been settled on, and the rights of squatters are preserved in this Bill.

HON. MR. McINNES—I forgot to mention, while on my feet, that this reserve has never been taken off this belt of land. It was reserved in 1873, and kept on until 1883. The boundaries of the land grant were merely re-arranged on the 14th June, 1883. If the hon. gentleman will turn up the British Columbia *Gazette*, he will find that that is the fact; so it was not open to speculators.

HON. MR. MACDONALD—I do not say anything about it since the reserve was put on, but previous to that why did not the Hudson Bay Company take up that land?

HON. MR. McINNES—They had more than they could attend to, and they had not the market then for coal that we have now.

HON. MR. MACDONALD—Since the land was reserved, and even now, why have squatters not taken up the land?

HON. MR. MCINNES—They could not do it: it is reserved.

HON. MR. MACDONALD—As I have stated, some have gone in and their right to the land is protected by this Bill—not their right to the minerals. If this land is worth all we are told that it is, and if the Americans are so anxious to get it, why could not the Clements Company sell its charter or float the scheme? They could do neither, and Mr. Clements forfeited his $10,000 and abandoned it. Now, if the hon. gentleman is so afraid of Americans coming into the country and investing their capital, and is so anxious to preserve the rights of the Province, I would ask him to look near his own door. Let him look at the largest food supply in the Province—the fisheries of the Fraser River, and what will he find? Are there not Americans working those fisheries? He will find that half the canneries on the Fraser River are owned by Americans.

HON. MR. MCINNES—Not one quarter—the capital is principally British.

HON. MR. MACDONALD—Well, I know four myself. We find that Americans own and run saw-mills, and are connected with other industries in the Province. We welcome them to the country, and it would be a dark day for us when we should close our doors to capital and industry, from whatever source it may come. Why should the hon. gentleman object to exporting coal, as well as salmon, from the country? The coal is there, it is no use lying undeveloped and unused. The sooner people come in and work it the better. I will just read you the position of coal interests in Vancouver Island at present. I have told you what the geological report says, that it would be persumptuous to make calculations at present. Two mines only are in operation on the Island—that of the Vancouver Coal Company, and that of the Dunsmuir Company. Mr. Chandler, an American, is now opening a new mine, but with what success I am unable to say. The Harwood Coal Company spent a large sum of money opening a mine four miles from Nanaimo, but did not find a workable seam and had to suspend operations after sinking a large amount of money. The Bay Sound Company is in the same position as the Harwood Company; they found coal only in pockets, and had to cease operations and sell out.

HON. MR. MCINNES—They did not go down to within 300 feet of where the coal lay, according to the geological report.

HON. MR. MACDONALD—That is a pretty good depth. The Union Company, after opening its mine, could not go on, and sold out to Mr. Dunsmuir. A Company of Americans—that much depised race of men—with their capital, are opening and prospecting coal mines on the west coast of Vancouver Island, and, I believe, they are meeting with very fair success. With regard to the fear of monopoly, I do not see that there is any danger; there is coal enough in private hands to prevent anything of that kind taking place.

The very bugbear the hon. gentleman has raised about this Company owning all these railways is really not an objection: it is just the thing we want. They require coal to supply their steamships and railways, and to work these coal mines they must bring in men and create facilities for doing it. This all goes to prove that the deposits in the railway belt are not exactly what the hon. gentlemen would have this House believe. Now with regard to the land. The present position of the land grant is this: the land is the property of the province, conveyed in trust to the Dominion Government for the purposes of this Bill, and this Parliament has no control over this land, therefore I say that whatever action hon. gentlemen in this House might take to-day, they would not in the least alter the position of this land. The land would be disposed of in the direction which has been intended for the last three years, by three different houses of Assembly, in British Columbia.

HON. SIR ALEX. CAMPBELL—Under different Governments, are they not?

HON. MR. MACDONALD—Yes. They have been set apart for a special purpose since 1873, and whatever action is taken here to-day that land will be disposed of as it was originally intended to be. The Provincial Government, by a Bill passed

in 1882, voted this land to a company called the Clements Company, organized in the cities of San Francisco and Victoria for the purpose of constructing the railway from Nanaimo to Esquimalt. This Company, after depositing $10,000 failed to float the scheme and forfeited its charter and the deposit, notwithstanding the supposed great value of the land grant. In the spring of 1883 a new Provincial Government came into office, and one of its first acts was to grant this coal land to the Dunsmuir Company, but owing to some difficulties the Company did not go into operation. Again, in December 1883, the Government passed a Bill in harmony with the views of the Dominion Government, again granting those lands to Dunsmuir & Co., and in a House of twenty-five members, fifteen voted for the Bill and seven against it, some members not voting at all —Mr. Dunsmuir being one of them. For four years after the legislation by the Parliament of the Dominion it is provided that the land in this railway belt is to be opened to actual settlers, the minerals only being reserved to the Company; and, from the facts which I have recited, it is evident that the people of British Columbia are in favor of granting those lands in the manner proposed.

Hon. Mr. NELSON—At the passing of the terms of the Union between British Columbia and the Dominion of Canada, under which this railway was to be constructed, there was only one feeling in that Province upon the subject of the route through the mainland of the Province, nature having so plainly indicated the valley of the Fraser. A very little time, however, subsequent to the Province entering Confederation, in consequence of the mere accident of a vessel striking upon a little rock that lies in the centre of Seymour Narrows, and until then unknown, and making it possible to erect a centre pier, suggested the idea of spanning these Narrows with a bridge, the people of Victoria—taking advantage of that fact—began to urge that it was possible to cross the Gulf of Georgia at that point, and advocated the adoption of another route. This was first started in Victoria, but up to that time there had been no idea whatever of taking the line through British Columbia by any other route than that at present under construction. The effect of this being brought forward, I presume, was that the Dominion Government sent surveyors all over that country, and so the great delay which has been complained of has been brought about. This, I say, was done by the people of Vancouver. The people of the mainland, who knew the country generally, and who had a larger knowledge of many portions of it, were against this proposed route, but through the influence of the people of Victoria—and their influence seems to have been very potent in all these matters—the question of the new route was agitated complete surveys were commenced. Indeed, that influence was carried so far as, when the matter was first discussed, to have the route declared by Order-in-Council, and Victoria, by such Order-in-Council, was fixed as the terminus of the Canadian Pacific Railway. Out of that fact, and the delay occasioned thereby, has grown the demand for compensation for delays in the construction of the Canadian Pacific Railway, such claims having been made by the people of Victoria. In the minds of people generally, it would appear that if any compensation were payable because of delays in construction of the Canadian Pacific Railway, that compensation should extend to the whole of British Columbia, and that it should not be applied merely to one portion of the Province. But, when arguments of this kind are brought forward by the people of the mainland, how are they met? Invariably by the cry of sectionalism. Whenever the Island portion of the Province of British Columbia does not get what it wants, either from the local Government or from the Government of the Dominion, if their demands are opposed by the people of the mainland, the cry of sectionalism is raised at once. It has been so in this case and in every other that has come up.

Speaking of compensation to the Province of British Columbia, I think that the completing of this line of railway from Nanaimo to Esquimalt is really not compensation to that Province, and not a fair settlement of the differences between the Province of British Columbia and the Dominion of Canada. That is a matter which I would impress upon the House, that despite what has been said about the

question being voted upon by the members of the Local Legislature of British Columbia, and having passed in that Legislature, on several different occasions, it is nevertheless the fact that if fifty legislatures were to vote upon it, it bears upon its face evidence that it is not compensation to British Columbia. It is simply nothing more or less than the giving of a bonus to the little town of Victoria, in the shape of this railway, when, properly, the compensation should be widespread over the whole Province. To show this more particularly, I will refer to a fact which is well known, and which has just been referred to by my hon. friend from New Westminster; it is that one of the principal members from the Island itself was opposed, up to a certain time, to this line of railway—up to the time, in fact, when he saw certain individual advantages would accrue from the building of it. It is well known throughout the Province of British Columbia that the gentleman in question was opposed to it, and it was also known that the district from which he came was opposed to it almost to a man. I hold here in my hand a petition from about three-fourths of the voters in that District of Nanaimo, addressed to the Local House, against the building of that line of railway, unless there were certain modifications made, but those modifications have not been made. I have also heard it stated, and I believe it to be true, that Mr. Dunsmuir was requested by a large majority of his constituents to resign his seat, on account of his connection with that railway. So far as the mainland is concerned, although some members from that section have voted with the members from the Island upon this question, still it was never put before the people, and I do not believe that a single member of the Local House was ever elected upon that ground.

Hon. Mr. MACDONALD—When a majority so large, in that Assembly, composed as it is of members coming from the people, carried that Bill, they surely carried the voice of the people with them.

Hon. Mr. NELSON—I think a great question of that kind should go to the people.

Hon. Mr. McINNES—They were asked several times to dissolve the House but they were afraid to do so.

Hon. Mr. NELSON—I think it is a question which should very properly have gone to the people, where it is proposed, as has been said, to give away this immense quantity of land, with all these valuable deposits of coal to a foreign company—a company that is known to be largely interested in, if not entirely the owners of the Central Pacific Railway, the Southern Pacific Railway, the Texas Pacific Railway and who have lately become largely interested in the Northern Pacific Railway What do the people of Victoria want to do now? They want to make Victoria the terminus of the Canadian Pacific Railway, and if their ideas should be carried out, we will, according to their ideas, place in the hands of this Company which is so largely interested in the American railway just named, the end of the Canadian Pacific Railway; and the effect of that can be easily understood by every hon. gentleman. It will be placing our railway in the hands of people who are largely interested in enterprises directly opposed to this one of ours—to place the terminus in their hands, and about seventy miles of that railroad. The position is very plain, and I think it would be an exceedingly unwise thing to do. Now, with regard to the Clements Company, it has been brought forward again and again that the Clements Company had made an offer, that a charter had been granted to them, and after having had all these things done, they were prepared to give up their $10,000 rather than go on with the construction of that line of railway. That, however, is a matter which I think can be very easily explained, because this Mr. Clements was undoubtedly connected with, and I believe acted as agent for, those gentlemen who are now to have the construction of this railway, and the sum of $10,000 is an exceedingly small amount to Messrs. Huntington, Crocker, and people of that kind. And they would be only too willing to give up that $10,000 and to surrender their charter, if much better terms would be granted to a new company for the building of that railway. Of course Mr. Clements, as the agent of Messrs. Huntington,

Crocker & Co., was willing to give up a comparatively bad bargain, and to forfeit the deposit, in order to come in and get an exceedingly good bargain in return. I think every hon. gentleman would have done the same thing.

HON. MR. MACDONALD—Where is the proof of it?

HON. MR. NELSON—It can be instanced in a hundred ways, and the whole transaction bears upon its face the truth of this statement. Everybody knows that Mr. Clements is connected with Huntington, Crocker & Co., and to get such a good contract as has been given them, they would be very willing to throw away the small sum of $10,000.

It being 6 o'clock the Speaker left the Chair.

After Recess.

HON. MR. NELSON, continuing his remarks said: It is not my intention to occupy the time of the House very long, after the exhaustive speech of my hon. friend from New Westminster, but there are a few points to which I wish to call attention. When I stopped speaking, I was comparing the two contracts, the Clements contract and that offered to the Syndicate. It was stated by the hon. gentleman from Victoria that the Clements Company had got a great deal more land than the present Syndicate. I find that the boundaries set apart in the Clements Company grant are exactly the same as the boundaries that are set apart for this grant; the only difference being that out of that grant they are to get a certain portion, and out of the remaining portion is to be made up for all lands that have been alienated therefrom. From all I can learn, the lands that have been alienated will take up about the remainder of the Clements grant, so that this Syndicate will practically get the same amount of land, and they will get in addition all the foreshore rights. From the opinions expressed by most of our experienced miners, it is understood that a very large area of the land along the coast of Vancouver contains coal, and that there is as great an area of coal under the water as on the land. The rights of this Company to the coal under water are not limited in any way, and I presume may extend across to the other side of the Gulf of Georgia.

Now with regard to the line of railway itself, as I before stated, it must either form a part of the Canadian Pacific Railway, or it must not. The hope of the people of Victoria, and the hope of the Legislature of British Columbia, who have been acting in the interest of the people of Victoria, has been that this road will form a part of the Canadian Pacific Railway, and that the Esquimalt would be the terminus of the railway. In giving the contract for that railway to a Syndicate who control the Central Pacific Railway, the Texas Pacific and the Southern Pacific Railway, and who are largely interested in the Northern Pacific Railway, it will be seen we are giving absolute control of the western end of our own line to a hostile company. If we take into consideration the enormous interests of the people who are controlling those American lines that we are speaking of—interests that to them are paramount to a degree that cannot be estimated in comparison with any that they may become possessed of in that small railway on Vancouver Island—it can be seen that it will be their policy to interfere with and divert traffic from our Canadian Pacific Railway. If we take the other horn of the dilemma and say that this road is not going to form a portion of the Canadian Pacific Railway, we must come to the conclusion that it is to be a small and unimportant railway running over a very unimportant portion of the country, and that we are giving away for too much to have that railway built. The railway itself can only benefit the people of Victoria, and the settlers along its route. The population there is very small; I hope it may be greater, but the railway can never be a carrier of the coal from the districts of Nanaimo and Comax. The freight on coal by water will always be too cheap for a railway to compete with it. The cost to-day of towing a ship from Royal Roads to Departure Bay, and from Departure Bay down to the open sea at the mouth of the Straits of Fuca, does not amount to twenty-five cents a ton, and any hon. gentleman can see that coal can not be carried by rail from Nanaimo

to Esquimalt at twenty-five cents a ton. So that if this Island road is not to form a part of the Canadian Pacific Railway it must become a very unimportant work indeed that can be of advantage only to the people of Victoria. I hope it is not the only advantage that the people look for, but I know it is one of the things that the people look forward to; that the construction of that line will, to a great extent, enhance the value of property in Victoria, and I hope it will do so. Many people will take advantage of this increase of value to get rid of their property; but after a while that advantage will die away, and things will fall back to the old position again. Now, with regard to the coal fields themselves, I think in another place certain estimates were made of the value of those lands. Estimates were made by the late Mr. Richardson, who gives the area of the coal fields as being 400 square miles, at 16,000,000 tons of coal to the square mile.

HON. MR. PLUMB—The coal fields of the North-West are only estimated at 5,000,000 tons to the square mile.

HON. MR. NELSON—At 16,000,000 tons to the square mile, it would give us 6,400,000,000 of tons of coal. At five cents a ton, the tax that has been placed by the Local Government, on all coal lying outside of this grant, would amount to $320,000,000. That is a very large sum of money. But if we take only one-tenth of that amount, and that would certainly be making a great allowance, it would give $32,000,000, and what are we to get for that? We get a line of Railway, professedly built as a portion of the Canadian Pacific Railway, to be placed in the hands of the enemies of the Canadian Pacific Railway, to be placed in the hands of persons whose interest it will be to block the traffic of our road in every possible way. If we take the other horn of the dilemma, that it is only to be a short road running through the agricultural portion of the country, having but a small number of inhabitants to depend upon for its support, we are giving away in lands alone, an amount covering $32,000,000 worth of coal, at the low estimate I have adopted. I think it is time to pause, and consider what we are doing in this matter. The members of this syndicate, who are owners of the Railway lines I have spoken of, are also the owners of coal fields in Washington Territory. From these coal fields, they are shipping to San Francisco a greater amount of coal than has ever been shipped from British Columbia. The quality of that coal is not equal to the coal of Vancouver Island, but they have within recent years, in prospecting, come across certain seams of coal which have been found to be equal to our Nanaimo Coal. The fact of their finding coal of that character, shows that it exists in that Territory, and we do not know what day further extensive discoveries of it may be made. With beds of coal of that description in the hands of these people, we do not know but what they may find it to their interest to shut up all our coal mines in British Columbia, and work only the mines that they possess in Washington Territory. In addition to that, I think that not the least of the objections to the giving away of all these coal lands is the effect it will have in shutting up one of the greatest fields of enterprise in the Province. I do not believe that there is any want of individual enterprise in British Columbia, and I believe the hon. gentleman in another place slandered the people of that Province when they say we have no enterprise amongst us. I am glad to say that, besides the British, we have in our Province many Americans who have shown a great deal of enterprise, but in almost every single case those Americans are men who came to the country as poor men, identified themselves with the country as poor men, grew up with us, and prospered and are to all intents and purposes as much British Columbians as the people of British origin who reside there. We have men of that character there to-day, men who have made it there home; but as to outside capital coming from California, or from any portion of the United States, I challenge hon. gentlemen to point out any case of the kind. I challenge hon. gentlemen to point out where any American citizens have come in with large amounts of capital and invested it in any enterprise in British Columbia. I do not think a solitary instance of it can be shown. As I said before, Americans have come into the country without means, have grown up with the country, have made money in it, and have

invested it successfully in the Province; but that does not show that they have more enterprise than the people they live among. I look upon this locking up of the coal fields as being one of the worst features in this project, because it will close against our people a great field of enterprise. I know that many have been waiting in the hope that this reservation would be thrown open, and that opportunities would be given to the people to go into the business of mining coal; but they have not had the opportunity to do so. The reserve was not at any time thrown open; it has been continued ever since it was first set aside for Pacific Railway purposes. I myself was one of those who wished to go in there and take up some of those coal lands and develop them, but owing to the reserve I could not do so.

In speaking to the question in the other Chamber I believe there were only two out of the three representatives of British Columbia who spoke in favor of this Bill, and one of those gentlemen referred to it from the standpoint that it was to be an advantage to the Dominion. In making a bargain of this kind the interests of the Province should not be lost sight of; they should be thought as much of as the interests of the Dominion. When the interests of the Province are lost sight of, I believe the interests of the Dominion cannot be properly cared for. It is said that the Government of the Dominion has nothing to do with the giving away of these lands. I think that is not the case. When Sir Charles Tupper went out to British Columbia offers were made to him to give up, for the purposes of constructing this Railway, just about the same lands as are designated in the present grant, but they were to be divided into alternate sections, each alternate section to be given for the construction of the line, the other to be retained by the Province. This was a far better policy, as a fair proportion of the land would thus be retained for the people of the country. I fear the result of this measure, if it is adopted, will be very bad for the Province. I may remark, as my hon. friend before me has done, that I am sorry to have to record my vote against the Government, but in the interests of the Province that I represent, and in the interests of the Dominion, I feel that it is my duty to take the stand that I am now taking.

Hon. Mr. KAULBACH—I rise to express similar feelings to those that have been uttered by my hon. friends from New Westminster and Burrard Inlet in opposing the Bill now before the House. I do so under a sense of duty to the country, and to be consistent. I feel that I would be recreant to my own record, and to my own sense of justice, and in my duty to the Dominion as well as to British Columbia, were I to support these resolutions. At the same time it is a question whether, if the fate of the Government depended upon my supporting this Bill, I should not prefer the less evil and be induced to vote for it. But I think no hon. gentleman will feel in that position on this question. I believe if we can relieve the Government and the country from this bargain, we would be doing a benefit to the Dominion, a much greater benefit than in 1874 or 1875, when we threw out a Bill of a similar character respecting the Esquimalt and Nanaimo Railway. I opposed it then, and on the same principle I oppose it now—on the principle that Vancouver Island had no claim on this Parliament to build that railway; that it was no portion of the Pacific Railway, and that we were under no obligation to the Island, apart from that which we were under to British Columbia as a Province. I might ask in the first place, why is this Bill here at all? What grievance, what injustice has Vancouver suffered that they should claim this large amount of money, and the alienation from the Province of these vast coal fields? When British Columbia came into the Union we pledged ourselves to the construction of the Canadian Pacific Railway. There was no time fixed for its completion; we were not bound to time. True it is that ten years were stated as a limit, but we have the words of the leader of the Government that the time mentioned was only an earnest of the bargain, that it was to be built within a reasonable time without straining the resources, or increasing the taxation of the Dominion. I would invite the attention of the House to a short extract from the speech of the hon. the mover of the resolution in 1871, providing for the admission

of British Columbia into the Union, in confirmation of this position. He then said:—

"It was not intended that we should proceed in the face of insuperable obstacles or jeopardize or endanger the resources of the country. It must be remembered that the people of British Columbia will stand in precisely the same position as we ourselves; their representatives will be here, and in the other branch, equally interested in the prosperity and economical administration of public affairs. We mention the time of ten years as a guarantee that we were in earnest, and the intention has always been the same, the construction of the road by private enterprise, and such aid as we could give without injuriously burdening the resources of Canada."

That is the position we took then, and I believe that the Government has so far carried out those obligations. We have endeavored as far as we could to build this railway within the time mentioned, and I see no claim that Vancouver Island has to anything at our hands under that obligation. When the leader of the Government says it is to set at rest any disputes between the Island and the Dominion—

HON. MR. MACDONALD—Not the Island, the Province.

HON. MR. KAULBACH—It is an absurd demand only of Vancouver Island, which has a population about half that of the county whence I come, and to get that railway built they would jeopardize their right and interest in all the coal areas in the Province. And for what purpose? I cannot see what benefit it is to be when built. It is to be 69 miles in length and to be skirted by nearly 200 miles of the foreshore of the Island. We are to give up to a monopoly not merely 2,000,000 acres of land, but all the known coal areas in it, and the foreshore in perpetuity. The Bill says:

"All coal, coal oil, ores, stones, clay marble, slate, mines, minerals and substances whatsover in on or under the lands so agreed to be granted to the said contractors as aforesaid, and the foreshore rights in respect of all such lands as aforesaid, which are hereby agreed to be granted to the said contractors as aforesaid, and border on the sea, together with the privilege of mining under the foreshore and sea opposite any such land, and of mining and keeping for their own use all coal and minerals (herein mentioned) under the foreshore or sea opposite any such lands, and in so far as such coal, coal oil, ores, stones, clay, marble, slate, mines, minerals and substances whatsoever, and foreshore rights are owned by the Dominion Government."

When we come to compare this measure with the Bill brought before the House by the then leader of the Government in 1875, we must see that this is still less favourable to the interests of the country—of the two Bills I would infinitely rather support the Bill that was introduced in 1875. I would say to-day build the Island railway if it is necessary to do so, but do not give away forever all those coal mines on the Island and 200 miles of coast, the property of the Dominion, to a monopoly. It would be far better in the interests of the Dominion, and I believe in the interests of the Island, to build the road and hand it over to them than to alienate all the coal lands of the Province. These lands are to be free from taxation, not only on the coal but on the railway itself. Some few years ago 400,000 tons of coal were raised out of these coal mines, which at a royalty of 10 cents a ton would give a revenue of $40,000 a year, and fancy us aiding the Province in giving up such a source of revenue to a monopoly! No other coal company could ever start on that island and compete successfully with a monopoly relieved forever from taxation of any kind. We are told that if this measure is passed, capital and enterprise will flow into that country. I believe, however, that we are throwing the property and three-quarters of a million of dollars into the hand of a dangerous company, as company that is shown to be largely interested in, if not having control of, the Central Pacific Railway, the Southern Pacific Railway, the Texas Pacific, and having a large interest in the Northern Pacific, besides owning a line of steamers. With these coal lands controlled by this monopoly—a rival and a foreign monopoly—what chance would the Canadian Pacific Railway have of getting any advantage from these coal mines? As the hon. gentleman from New Westminster has said, they can easily put on what price they please on this coal, for their own uses on foreign railways, and every dollar per ton extra that they could compel our railway to pay for it would be a direct gain to themselves. We are all interested in the Canadian Pacific Railway from one

end of the Dominion to the other, and I believe that it is striking at the best interests of that railway to give a monopoly of those coal lands to this Syndicate, and we have good reason to believe that the Canadian Pacific Railway Company do not approve of this Bill. We are told that the Clements Company had the same offer made to them to build this road, but they were not willing to carry it out. But it will be seen that the Clements Company had to build 150 miles of railway instead of 70 miles that this Company have to build, and they were not granted a bonus of $750,000 by the Dominion Government as the present Company are. Neither did the Clements Company get the foreshore rights to the land, and all the harbors on the coast for some 200 miles. Then, as regards the graving dock, whether it is in the right position or not is a matter of minor importance, considering the gravity of this case, and what we are asked to give away under this Bill. I do not believe that the graving dock is in the right place. I consider that the opinion of General Laurie is of more importance than that of the hon. gentleman from Victoria in such matters. But my hon. friend says we are not concerned in the coal areas of British Columbia, or rather of Vancouver Island. I say we are. I contend that we cannot injure British Columbia without doing an injury to the whole Dominion, especially when the terminus of our great national road is within a few miles of these coal fields. When Lord Carnarvon was made an arbitrator to settle the difficulties between British Columbia and the Dominion, and advised the building of this railway on the Island, there was some ground for making this concession to British Columbia, but those claims do not now exist. I contend that British Columbia has now no claims on us so far as the railway is concerned, and much less so has the Island any claim on us for the construction of a road. Parliament never declared that the railway should be constructed to the Island, but to the Pacific coast, and the construction of this road cannot now be claimed under the terms of Confederation, or under the terms of the Carnarvon award. In voting against this measure I believe that I will be acting in accordance with the best interests of the Dominion, and of British Columbia, and I should be consistent with the course I pursued in relation to the Nanaimo and Esquimalt Bill in 1875. I think it shows utter recklessness on the part of the British Columbia Government to throw away one-third of the lands in Vancouver Island, the coal and the coast, for the building of this railway, and we would be subject to censure did we aid it by a subsidy of $750,000, and I, for one, shall not be governed in my action by any resolution of the Legislature of that Province. I think I saw that a petition was presented to the British Columbia Legislature the other day, signed by persons largely interested in that Island, who are opposed to this contract, and express their disapproval of the Settlement Bill. The petition that I saw was in the hands of the hon. gentleman from Burrard Inlet.

HON. MR. NELSON—The petition is from Nanaimo.

HON. MR. KAULBACH—That is on Vancouver Island. I contend that this measure has not the support of the majority of the people of British Columbia. I should have preferred to give a silent vote on this question, but holding the position I do, giving a general support to the Government, and to their measures, I regret that they have been induced to bring down a Bill which I cannot support. I hope that those hon. gentlemen who opposed the construction of the Island Railway in 1875 will see that the same reasons for their opposition exist today, and that those reasons are infinitely stronger now. The members of the Opposition in this House must also feel that this Bill is not now forced upon us; that the rights which the Island of Vancouver had in 1875, as part of British Columbia, to some concessions on our part do not now exist, and that this Bill will injure the best interests of British Columbia and will work much greater injury to the Dominion than the Bill which was presented to us in 1875.

HON. MR. VIDAL—If this extensive and valuable tract of land in Vancouver Island had happened to be situated in our

North-West Territory, I could understand the force of the opposition that is being shown, and the arguments that have been adduced to reject this Bill. The eloquent speeches that have been made by the hon. gentlemen coming from British Columbia would have been quite proper, and would, no doubt, have great weight had they been addressed to the Legislature of the Province, but why such an argument should be introduced here is a matter I cannot understand. The hon. gentleman who has just resumed his seat has spoken so much about "we" giving this, or "we" giving that, that one would believe we have given away something valuable. I contend that we have given away nothing; the lands belong to the Province of British Columbia, and not to the Dominion, and when we consider that that Province is represented in its Legislative Assembly by men who are as well able to look after their own local interests as any hon. gentlemen in this House, and when we see that this Bill itself has been carried by a majority of two to one in their own Legislature, I hold that we have no right to interfere with the arrangements that have been made, unless it can be shown that those arrangements are prejudicial to the interests of the Dominion—which has not been shown in the arguments adduced to us to-day. We have had a great many visionary estimates presented to us to-day of the fabulous amounts of coal that exist in those lands on the Island, but when a carefully prepared result from the hands of an expert, who is competent to make such a statement is read, we find, that he tells us it would be premature to make any such calculations as to the existence of those enormous coal measures we hear of. Those millions and millions of tons of coal, after all, may not exist. But the question before us is whether we will confirm an agreement entered into by our Government and the Government of British Columbia, admitting that the latter have the right to do whatever they like with their own property. The hon. gentleman from Lunenburg says that this Bill is infinitely worse than the Bill that was presented to us in 1875. I venture to differ entirely from him in that opinion. I did agree with him at that time as to the inadvisability of that measure, and I daresay I may entertain some of those sentiments still; but I look upon this matter in the light, that there are other persons who have claims on us and are interested in this question. I consider that the Minister of Justice, when in British Columbia, was there as an arbitrator. I am quite sure that he has the interests of the Dominion very strongly at heart, and acting as arbitrator between the Dominion and the Province of British Columbia, he has assented to this agreement as a just and proper arrangement of existing difficulties. I think this alters the position very materially from what it was in 1875. Then again does the hon. gentleman from Lunenburg mean to contend that three and a half million acres of land in the Peace River district, lying east of the Rocky Mountains, and adjoining the North-West Territories are worth nothing? I hold that this is a very valuable consideration for the Dominion to fall in with this scheme—they get a section of country which is admittedly one of the finest in the North-West. I hold that this is a very essential feature of difference between the legislation proposed to us to-day, and legislation which the Senate rejected in 1875. I think the debate has extended itself to a most unreasonable length, owing to the fact that the arguments which have been presented to us have nothing to do with the matter before the House, as they relate exclusively to the management of affairs by the Legislature in British Columbia, within the limits of their own Province. I shall give my cordial support to this Bill.

HON. MR. HAYTHORNE—I feel reluctant to give a silent vote on this question. I think it would be treating the members who represent our distant Province in the West somewhat with discourtesy if I should cast my vote on a Bill which professes to be a settlement of long-standing differences between British Columbia and the Dominion, without giving my reasons for voting against it. I listened attentively to the remarks of the three members from British Columbia to-day, and I must confess I was much surprised to find so considerable divergence of opinion between those three hon. gentlemen. I find that the hon. gentleman who followed the Minister of Justice

advanced views entirely opposite to those put forward by the leader of the Government on this subject. He deprecated the passage of this Bill, and the alienation of the lands, and the shore-fronts, and the coal fields of British Columbia. He was followed by the hon. gentleman from Victoria, who took an entirely different view of the matter, and seemed to be entirely satisfied with the matter, from beginning to end. Then arose my hon. friend from Burrard Inlet, who took a somewhat different view from that taken by the hon. gentleman from Victoria, agreeing with the hon. gentlemen who spoke first, in his disapproval of the alienation of the coal fields, and the lands and shore-fronts of so large a portion of Vancouver Island. He went a step further. He asserted also that this was no settlement at all, that as far as the mainland is concerned the people would have just as much reason to be dissatisfied as they ever had before. Now, in view of this anomalous settlement, which is brought forward under what I considered most favorable auspices, being received in such a doubtful manner, and in consequence of the divergent views held by those gentlemen who represent British Columbia, on the merits of this Bill, I must look at the measure with some suspicion. I quite admit that, coming as it does into this House under the auspices of the Minister of Justice, who made a special journey to British Columbia, and there became acquainted with the views of all classes on this question, I was bound to believe that he at all events had satisfied himself that the Province was unanimous in favor of this settlement. How then, I ask, is it that those three gentlemen who represent that Province in this Chamber cannot concur in the views of the Minister unanimously? The remark made by my hon. friend who has just addressed the House is, probably, strictly correct, that the coal fields which are in question in this Bill are not the property of the Dominion; but it is not the less true that this Bill asks us to confirm an arrangement which will alienate them from the Province and into the possession of a company whose interests are antagonistic to those of the Canadian Pacific Railway, and I concur generally in the remarks of the hon. gentleman from Lunenburg as to the inexpediency and danger of alienating such valuable national property as those coal lands. I would ask the hon. gentlemen in this House who are of Scotch origin, from what source Scotland has acquired its wealth? It was a country of poor people and poor soil one hundred years ago, and to what source does it owe its prosperity and wealth to-day but to its vast beds of iron and coal? If we look at England to-day we will also find that one of her chief sources of wealth has been her iron and coal industries. But I go a step further than my hon. friend from Lunenburg: I think that this House ought to exercise some regard for the future interests of the Empire, as well as for the future interests of the Dominion, itself. We ought to recollect that the time is not far distant when the Pacific Ocean will be navigated under circumstances entirely different from those which prevail at the present time. I need only refer for an instant to the works now going on at the Isthmus of Panama. In a very few years, in all probability, we will see a regular course of steamers passing backwards and forwards across the Isthmus, from the Pacific to the Atlantic, as we have for some years past seen navigation by the Suez canal. Hon. gentlemen know what an enormous change in the commerce of the world has been caused by the opening up of the Suez canal route. If it had not been for the fact that Great Britain was so important a maritime power, it would have had the effect of destroying her trade, as a much less important change, in the earlier history of Europe has affected the trade of other countries. In former times, when the wealth of the East was conveyed to Europe by caravans of camels, we find that for a number of years Venice was one of the most wealthy powers in the world, but when that commerce left her shores, after the discovery of the passage by the Cape of Good Hope, that trade went to Holland, and there it remained for a series of years until the commercial energy of the people of England wrested it from that nation. Now, we are going to see another great change when the Atlantic and the Pacific Oceans are connected by a canal across the Isthmus of Panama. We shall then see vast numbers of steamers, flying the British and Canadian flags, passing across the Isthmus to the Pacific to be

loaded with coal at Vancouver Island; and where is that coal to go to if the ports of the United States are shut against them? If the coal fields in Vancouver Island pass into the hands of a monopoly all this trade will be diverted, and would not this Parliament be charged with shortsightedness in allowing this valuable property to pass out of the hands of the Canadians, and beyond the control of Parliament or of the Local Legislature? I think it would be the height of unwisdom to allow this Bill to pass, and to permit those valuable lands to be alienated forever from the natural control of British Columbia. Seeing that there was such a divergence of opinion between the members from British Columbia representing that Province in this House, I could not give a silent vote on this question, it being quite apparent that this settlement, so called, is really not a settlement that is satisfactory to the parties concerned. The mission of the Minister of Justice to British Columbia is so far a failure. Having formed a high opinion of his ability and fairness, I had anticipated that the disputed questions between the Province of British Columbia and the Dominion were likely to be settled in a satisfactory way. It is, therefore, with some degree of disappointment I find that the labor and the attention which the hon. gentleman has bestowed on this question—and I do not doubt that he has treated the question with the greatest candour—have turned out to be unsatisfactory, for it is impossible to deny the fact that of three of the Senators representing that Province in this House, two are opposed to this Bill. Under the circumstances I have no alternative but to oppose this measure, which I certainly shall do.

Hon. Mr. POWER—I wish to say a few words upon the Bill before the House, looking at it from the point of view indicated by the hon. gentleman from Sarnia. He said, that we were not to consider this matter as a British Columbia question, but as a Dominion question. He said that we were giving nothing at all, under this Bill. I do not read the Bill in that way. I think if the hon. gentleman stops to consider, he will notice that in the first place, we are giving the sum of $750,000 from the Dominion Treasury under this Bill. Probably looking at the enormous sums we have been voting away lately, $750,000 may not strike the hon. gentleman as being anything at all; but it strikes me as being a very considerable sum; and I wish we could induce the hon. Minister to spend that amount of money, in another portion of the Dominion. When we, in the eastern part of the Dominion, come to ask for the expenditure of money in our provinces, hundreds of thousands immediately assume the magnitude of millions. But, hon. gentlemen, in addition to this sum of $750,000, that the Bill provides that Canada shall pay on account of British Columbia, it also provides that the Dominion shall pay the amount paid out by British Columbia, in connection with the Graving Dock at Esquimalt. That amounts to something in the neighborhood of a quarter of a million of dollars. Then it will take at least another quarter of a million of dollars, to complete that Graving Dock, which will make a million and a quarter in cash, that the Dominion is asked to spend under this Bill.

Hon. Mr. VIDAL—The Graving Dock will belong to the Dominion. It is a public work.

Hon. Mr. POWER—I think the Dominion Government would be only too happy when the Graving Dock is completed to make a present of it to the Government of British Columbia, on condition that they would maintain it. It is not at all probable that for a great number of years it will pay its working expenses. What are we to get in return for this expenditure of a million and a quarter of dollars? I feel, as my hon. friend from Prince Edward Island feels, that if this was to be a final settlement with British Columbia we might be temped to think it wise that this money should be voted to arrive at a final settlement; but we have heard enough here tonight to show quite clearly that it will not be a final settlement—that it will be simply a step in that direction; and that we shall be called upon in a future session to make further concessions to satisfy the mainland of British Columbia. It seems to have been assumed by the Minister of Justice that British Columbia had some claim upon Canada. I cannot look upon it in that way; because Canada has assum-

ed enormous liabilities for the purpose of carrying out the very unwise agreement made with the Pacific Province. It is only a few days ago that we incurred a further liability of some $30,000,000, one of the principal objects of which was to build a portion of the Canadian Pacific Railway through the Rocky Mountains, which is valuable almost to no other part of the country except British Columbia. And now, immediately upon the top of that, we are asked to grant a million and a quarter dollars more. I think it is unreasonable—the more unreasonable, because the revenue of the country is not now in a flourishing condition. The receipts are falling off; and when, to the expenditures of the past year, we add the amount which appears in the Supplementary Estimates just brought down, the surplus that remains is very small indeed.

Then, we have to remember that it has been stated in another place—and there is no doubt about it—that the Dominion will be asked very shortly to assume a considerable liability for the purpose of satisfying the claims of other Provinces. I have already said that if we were certain to satisfy British Columbia, and if that was the only advantage we were to gain from it, it would be some argument in favor of the Bill, but that argument does not exist. I think then that we have a right, when we find the representatives of British Columbia in this House and in the other Chamber divided on this question—apart from the fact that we are asked to spend a lot of money—to look at the nature of the bargain that is submitted to us. People who have not railway communication are apt very often to value it more highly than it deserves; and I can readily understand that the people of Vancouver Island imagine that once this railway is built they will be rich and happy forever. But we have found, in this part of Canada, that wealth and happiness do not follow immediately from the construction of railways; and I think we may look at what is likely to happen in this case. As has been very well said by the hon. member for Lunenbourg and one or two others, there is no necessity for this road. It runs alongside one of the best stretches of navigation in the world. It is not at all necessary, to enable freight and passengers over the Canadian Pacific Railway to reach Victoria, that this road should be built. Supposing it to be constructed, the traffic going over the Canadian Pacific Railway bound for Victoria would have to take ship at Port Moody. It would have to go by water from Port Moody to Nanaimo: I think that is about 35 miles. Freight having to be transhipped at Port Moody, once it is in the steamer, it may as well go the whole distance to Victoria as to go to Nanaimo, to be transhipped there to the train and carried into Victoria. My own impression is that this road, if constructed, will carry almost no freight at all, and probably few passengers. The distance, I presume, is not much greater by water than by land from Nanaimo to Esquimalt, and it is simply a question of travelling the thirty-five miles by steamer from Port Moody to Nanaimo, and sixty-five miles by rail to Victoria, or of travelling one hundred miles by steamer. It may seem a little presumptuous to set my opinion against that of representatives of British Columbia, and I should feel it to be presumptuous if they were a unit; but as they are divided, other members of the House are in a position to judge the matter independently. I really do not think that for the small advantage to arise from this railway it is worth sacrificing to a very great extent the future of the Province of British Columbia. I speak with perhaps a little more feeling on this matter, because in Nova Scotia we suffered for a great many years from a monopoly of our minerals. In the early part of the century the minerals of Nova Scotia were assigned to the creditors of one of the royal princes, a son of George III. It was with the greatest difficulty, within my own recollection, that the people of Nova Scotia were enabled to free themselves from the consequences of the folly of the Imperial authorities. I cannot think that a monopoly in the hands of unprincipled American railroad magnates will be any better for the inhabitants of British Columbia than a monopoly in the hands of English capitalists was for my own Province.

Hon. gentlemen, I think have failed to consider one point: the hon. Minister of Justice, and one or two others who have spoken, said that no one had undertaken to open or work the mines of British Columbia to any great extent, and that these mines would not be developed unless foreign

capital were brought in. Foreign capital will come in in due time. Hon. gentlemen must remember that British Columbia, up to the present time, has been comparatively isolated from the rest of the world; and I think now when our trans-continental railway is on the eve of completion, and when British Columbia is to be taken out of the condition of isolation in which she has been for so long, that it is a most unfortunate time to make—what I cannot help regarding as an improvident bargain—to part for a very small consideration, with a very valuable property. I am going to vote against the second reading of the Bill, because I cannot see that Canada is getting anything of much value for the large amount that she is to be called upon to expend, and because I cannot see that British Columbia is going to get much as a consequence of this bargain. For these two reasons I propose to vote against the Bill. I propose to vote against it for another reason: I have always sympathised very strongly with those members of this House who, in 1875, voted against a former measure of this character.

HON. MR. WARK—If I could take the same view of this subject as some hon. members who have addressed the House—if I could put myself in the position of those who opposed legislation on this subject several years ago—I would take a different view of this Bill now: but I voted for the Bill several years ago for the construction of this road, and if the measure now before us had not what I consider very objectionable features, I should vote for it again. I think that this question ought not to be viewed as a local question between the people of Vancouver Island and the mainland. It has a far wider character than that. My hon. friend from Prince Edward Island has referred to the Panama Canal: when that subject was before the House, two or three years ago, I think I called attention to the fact that when that Canal was completed this Dominion ought to supply the coal that would be required for the navigation of it. I stated then that Nova Scotia might supply what was required on the Atlantic side, and British Columbia what was required on the Pacific side, and I have not departed from that view. I look upon it as of very great importance that that question should be kept in sight. My hon. friend from Victoria looks upon this in the light of its being a commercial company, established on commercial principles, but from the account given by the hon. gentleman who addressed the House in opposition to the Bill, of the men who compose this Company,—that they are deeply interested in United States railways—there is nothing to hinder them to buy out any other mines on the Island and become possessors of the whole. This act, or the agreement, provides that the parties incorporated may consist of such persons or corporations as may become stockholders. That is not an unusual provision in our laws, but in this Act it has very peculiar significance: it just opens a door to parties to come in and buy up the stock and take the whole control of these valuable coal lands. There is another point here. It is stated in the agreement that the Company are not to charge higher to Canadian railways or to the Imperial or Dominion or Local Governments than to railways of the United States—foreign railways—but can they not evade that altogether? I wish the House to give particular attention to this: can they not evade that? Can they not carry on those mining operations in connection with their railway operations just the same as a man might carry on a farm in connection with some other business—say a farm in connection with lumbering? The lumberman can take his men to cultivate the farm and send them back to lumbering, and keep the whole under one management, with one system of accounts, and you could never tell what either of the two departments cost. I hold, therefore, that they can evade this altogether as a Company by working these coal mines and removing the coal as fast as they raise it. What then? There is no quantity specified in this agreement that they are to furnish to the Government of the Province, to the Imperial authorities, or the Dominion Government, or to Canadian railways. I wish to call particular attention to that feature of the Bill. If they were required to furnish certain quantities, or such quantities as might be demanded, it would be different, but there is no provision of that kind, only that they are not to charge more than they charge to other railways. It is the only stipula-

tion in the Bill. There is nothing, therefore, to prevent this Company, or these railway operators, when they get possession of these mines, to carry them on in their own interests, to remove the coal as fast as it is mined, and deposit it wherever it may be most convenient for themselves. There is another omission, which the hon. member for Victoria especially ought not to lose sight of: there is no stipulation that private individuals are to get coals at any price, or whether they are to get them at the same price as other customers. That is a point worth looking at. There is another oversight I think, in this Bill and it is this: Supposing other coal mines should be opened within a reasonable distance of this railway, there is no stipulation that this Company should carry their products on anything like reasonable terms. The Government should take power to decide in such a case what rate should be charged. It wants also a very material provision, and that is that the Government should reserve to themselves the right to take back this property under any circumstances. Only a short time ago the Government gave a grant towards building a bridge across the River St. John. The subsidy was almost equal to the cost of the work, but they stipulated that they could take back the bridge by paying the parties ten per cent. on their expenditure. There is no such clause in this Bill, and when the corporation gets possession of these mines they are entirely beyond the control of this Government or of the Government of British Columbia. I can hardly agree with those who state that these lands belong to British Columbia. The Government of British Columbia gave us over those lands. They are part of the remuneration for this contract.

HON. SIR ALEX. CAMPBELL—They are giving the lands and we are giving the money.

HON. MR. WARK—I am opposed to increasing our debt, but I would far sooner see the Dominion build that short piece of road and own and control it, and have it there at all times both for the interest of the Imperial Government and for our own. The Government now own over 900 miles of railroad on the mainland in the Lower Provinces, besides the Prince Edward Island Railway, and this short line would not amount to seven per cent. of the railroads that the Government now own and operate. About $1,750,000 in addition to the subsidy we are giving, would build the road, and I would far rather see that amount expended and let the Government keep this valuable coal deposit in their own possession. We do not know when a war may break out, for instance with Russia; we do not know but this Company might play into the hands of the enemy and furnish them with what coal they required, and refuse to give us any. Such a thing might be done. Russia has far-seeing statesmen, though the Government is despotic. I hope the Minister of Justice will consider well before disposing of this valuable property in the way proposed in this Bill.

HON. MR. McMASTER—When this measure was before the House on a former occasion I voted against it, and I believe my vote and the votes of one or two others succeeded in defeating it. It was then said that I was influenced by the leader of the Government in the other House or the present leader of the Opposition. I take this opportunity of saying that neither of these gentlemen ever exchanged a word with me on the subject. When the Bill was first introduced, being a supporter of the Government, I intended to vote for it, but, as the discussion progressed, I felt that I could not do so, and I voted against it. I view the matter differently at present. This measure comes before us as an arrangement made by the Local Government, and as such I intend to vote for it.

HON. MR. READ—When a measure similar to this was before the House some years ago I felt it my duty to oppose it very strongly, and I did so with the concurrence of my leader and other members who are now supporting this Bill. I feel now as I did then, that this is an unwise measure, that the road is unnecessary, and I therefore intend to vote against it. I have been looking into the statistics, and I find that the line will accommodate about 10,000 white people, and for that purpose we are to expend this large amount of money. There are some Indians and

Chinamen and a few black people, but altogether the population on the whole Island is only some 17,000. For these people we are about to appropriate $750,000—in other words, about $72 for each white person on the Island. To my mind that is a measure which should not pass. It will be better to feed these people as we do the Indians than to go on and expend the public money in this manner. When the road is built it is not possible that there will be enough traffic on it to provide grease for the car wheels. We hear from the people who live there that there is not a square mile of country that will be opened up by the line. Even the hon. gentleman from Victoria tells us that the Island does not produce anything; that they have to buy everything from the mainland.

HON. MR. MACDONALD—I said nothing of the kind.

HON. MR. READ—The hon. gentleman said "we buy your wheat, your hay, your cattle, your butter and everything you produce except your salmon."

HON. MR. MACDONALD—We buy, of course.

HON. MR. READ—If you produced it you would not have to buy it.

HON. MR. MACDONALD—It is the same province.

HON. MR. READ—Of course it is. We find other places without railways: why should not money be expended in Cape Breton? No money has been appropriated to construct railways for their benefit. In Ontario we build our own railways, and we tax ourselves for the purpose. We do not come to the Dominion asking to have our roads built for us. I doubt if there is a member of this House, from the Province of Ontario, who is not paying taxes for some railway constructed in the part of the country where he lives. It would be better to throw this money into the sea than to expend it in this Island road, because it is not possible that the line can ever pay working expenses. There are only 10,000 white people on the Island, about the population of a township in Ontario. They may have increased some since the last census: I hope they will increase. I am quite sure they are energetic in looking after their own interests. Whatever little public opinion there is on the Island appears to be in Victoria, and they come here demanding these large sums of money. I think this country has voted them money enough It has being doing everything that ought to be expected to satisfy British Columbia, and I for one cannot find it to be my duty to the country to change right about from the position I took here a few years ago.

HON. MR. MACFARLANE—I, as well as my hon. friend from Belleville, who has just resumed his seat, voted against a measure similiar to this on a previous occasion. My opinion is that the position has changed very materially since then. Parliament occupies to-day a very different position as regards British Columbia, and British Columbia a very different position from that in which it stood nine years ago. The country has developed. It is true the population is small yet, but no part of the Dominion contributes more largely to the revenue of the country in proportion to the numbers of its people. We have every reason to believe that once the railway reaches the shores of the Pacific the population of British Columbia will increase rapidly. We rejected a Bill similar to this nine years ago, because we knew little about British Columbia, and because we were asked to vote a large sum of money for which we were not likely to get a return. But I am sure every member of this House entertains a very different opinion on this subject now. I am prepared to sustain this measure. I believe it is in the interests of the country. It is exceedingly to be regretted that the representatives of British Columbia are not united on the subject, but it is a free country, and they may differ on solid grounds. The two gentlemen who oppose this measure reside on the mainland; the hon. member for Victoria resides on the Island. It is true that this money will be expended on the Island, but very large and lavish expenditures are taking place on the mainland with a view to enriching the Pacific shores. I believe this is a step

towards settling the difficulties with British Columbia.

HON. SIR ALEX. CAMPBELL—The settlement is in the Bill, and it has been adopted by the Legislature of the Province. The arrangement made with the Government of British Columbia ends by stating :

"The above includes all matters as to which there is any dispute or difference between the Government of the Dominion and the Government of British Columbia, and when carried into effect, will constitute a full settlement of all existing claims on either side or by either Government."

HON. MR. MACFARLANE—Some hon. gentlemen oppose the Bill on what to my mind are extraordinary grounds. I have some little knowledge myself of investments in coal mines. People do not put their money into them for the purpose of locking them up, but to develop them and get a return for their investment as soon as possible. It is absurd to suppose that this Company is acquiring these coal lands with a view to locking them up. After expending so much money they will look for markets wherever they can find them, and if they can sell a cargo of coal they are not going to refuse to part with it because they have steamers of their own. Viewing the question as a whole I believe it is in the interests of the country, and I am prepared to vote for the Bill.

HON. MR. DEVER—I am one of those who voted against a Bill similar to this a few years ago, and therefore I deem it necessary to explain my position now. I cannot agree with the hon. member from Belleville in his conclusions; I cannot see that we are going to pay a large amount of money for this work. The Imperial Government contributes $250,000, the Local Government $250,000, and the Dominion Government $250,000.

HON. MR. MCINNES—That is the graving dock.

HON. MR. DEVER—I am speaking of the graving dock. As to the coal beds, I cannot see that they are of such great value. After all it is the labor expended in mining that is valuable to the country. Those mines, in their present condition, are not putting money into circulation, and I feel that it is our duty, when the people of British Columbia have chosen, through their Government and Legislature, to make this bargain, and they, being the proper parties to do so, not to intervene and prevent them from carrying out the arrangement. It is true the represetatives of British Columbia here are divided on the subject, but, after all, they are not divided with any voice from the people of the Province. There are no petitions presented asking them to resist the action of the Local Legislature, and hence any argument proceeding from them would have little weight with me. It is also apparent that possibly ulterior objects may be in view. We all know that British Columbia possesses vast coal areas, and it is probable that there are conflicting interests to cause this difference of opinion, but I do not see, when we are called upon to ratify this agreement, that we have any right to interfere in their local squabbles. Holding these views, and feeling that this question should be settled, I have no hesitation in supporting the measure, which has received the sanction of the people of British Columbia.

The Senate divided on the motion, which was agreed to on the following division :

CONTENTS:

Hon. Messrs.

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Almon,	McMillan,
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(*Sir Alex.*),	O'Donohoe,
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Grant,	Power,
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Kaulbach,	Read,
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Lewin,	Thibaudeau,
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The Bill was then read the second time.

THIRD READINGS.

Bill (F), "An Act to amend the Act 38 Vic., cap. 54, intituled, 'An Act to extend to the Province of Manitoba the Act for the more speedy trial, in certain cases, of persons charged with felonies and misdemeanors in the Provinces of Ontario and Quebec.'" (Sir Alex. Campbell.)

Bill (G), "An Act to amend the Act 37 Vic., cap. 42, intituled, 'An Act to extend to the Province of British Columbia certain of the criminal laws now in force in other Provinces of the Dominion.'" (Sir Alex. Campbell.)

SOURIS & ROCKY MOUNTAIN RAILWAY BILL.

THIRD READING.

Hon. Mr. McKAY moved the third reading of Bill (81), "An Act to further amend the Act incorporating the Souris & Rocky Mountain Railway Company, and to change the name of the Company to 'The North-West Central Railway Company.'"

Hon. Mr. PLUMB—My hon. friend the senior member for Halifax was entirely mistaken with respect to the statement he made yesterday. Under an amendment to the Company's charter they were authorized to issue bonds and preference stock to the amount of $25,000 a mile. It was a question between us which was right, and I find that I was.

The motion was agreed to, and the Bill was read the third time and passed.

PUBLIC WORKS AMENDMENT BILL.

THIRD READING.

Hon. Sir ALEX. CAMPBELL moved the third reading of Bill (H), "An Act further to amend the Act 31st Vic., cap. 12, intituled, 'An Act respecting the Public Works of Canada.'"

Hon. Mr. POWER—I propose now to move the amendment, of which I have given notice, and which is as follows:—

That all the words from 'aforesaid,' in the eighteenth line, to 'and,' in the twenty-third line, be struck out."

Those who take enough interest in the matter to look at the Bill will see what the proposition is. The earlier part of this clause is to be substituted for the section in the existing statute authorizes the Governor-in-Council to sell any portion of any property acquired for the use of any public works or buildings which is not required by the Department of Public Works, and the proceeds of such sales or leases are to be accounted for as public money. That seems to me to be all that is necessary for the present purposes of the Department. The portion of the Bill which I have moved to strike out, further authorizes the Government to sell or lease "any portion of the shore or bed of any public harbor vested in her Majesty, as represented by the Government of Canada, not required for public purposes," and this is to be done on the joint recommendation of the Minister of Public Works and the Minister of Marine and Fisheries. I called the attention of the House, when this Bill was being read the second time, to the fact that, although it was a very short and apparently unimportant Bill, it was one of very serious consequence, and one, the passing of which was likely to lead to very serious difficulty hereafter. Now, this particular portion of the Bill is based, as I have said, on a decision of the Supreme Court of Canada, in the case of Holman vs. Green, and I shall read a short extract from the judgment of Mr. Justice Strong, because it will enable the House to see what the extent and bearing of the decision of the Court is. By that case it was decided that land covered with water in a harbor—practically any navigable water—was vested in the Government of Canada and not in the Provincial Governments. Judge Strong says, at page 716, of Vol. 6, of the Reports of the Supreme Court:

"The land in dispute is situate opposite the town of Summerside, and forms part of the

foreshore, or the land between ordinary high and low water marks, of Bedeque or Summerside harbor—a harbor of which the public have the common right of user, and which, in that sense at least, is therefore a public harbor. It does not appear that any public works have been erected, or any public money expended for the improvement of, or in any way in connection with this harbor, either by the Dominion Government since, or by the Provincial Government before or since Confederation."

I read that to show what the force of the judgment is. It is practically this—that the Dominion Government have a right to grant the land covered by any navigable water which can form a harbor. This was not a portion of the town of Summerside; it was across the harbor from the town, and consequently it will be seen that the Dominion Government are assuming by the Bill now before us a very serious responsibility and a very important authority. Now, I venture to express my own humble opinion that if this decision of the Supreme Court of Canada had been carried, by appeal to the Privy Council it would have been reversed; and I further submit that a wiser course for the Dominion Government to adopt now, instead of acting on that decision, would be to have a case made and to have this question decided by the Privy Council. Hon. gentlemen will see what the effect of passing this Bill and of assuming the jurisdiction to be in the Dominion is. Ever since Confederation, since 1867, it has been assumed as a matter of course that the Local Governments, which were admitted to have the right to deal with Crown Lands, had the right to grant the land covered with water as well as the land bordering on the water. Hundreds and probably thousands of grants have been made in the Dominion, since 1867, of land covered with water, on the bays of the Maritime Provinces, on the lakes in Ontario, and on the navigable rivers in all the Provinces. These grants were all made by the Provincial Governments in good faith. They were paid for by those who got them; large sums of money have been expended in erecting buildings in many cases on the lands thus granted. Now, under this decision it is held that all those grants are void, and that any one who pleases may come in and take possession of those lands and properties, and the people who have fancied for many years that they were the unquestioned owners of those properties cannot maintain their right to them. In this case of Holman vs. Green, it was decided that the plaintiff had no title whatever to to the property; and his position was just the same as those of other people who have got grants in good faith throughout the country. Now it seems to me, that the Government of Canada, whose particular duty it is to see to the peace, order and good Government of the whole country, should, in this instance, if they propose to assume the jurisdiction, indicated by this decision, quiet all these titles, so as to prevent any further disturbance; and, instead of introducing a little Bill of this sort, containing a provision, which was not likely to be noticed by anyone, it was particularly the duty of the Minister of Justice to have brought down a measure confirming all the grants, made since 1867, by the Local Governments, that are not now in litigation. I think that is a measure which would commend itself to the good sense and sense of justice of the members of this House. In the first place, before undertaking to assume any jurisdiction at all, the wisest and most statesmanlike course would have been to have had a decision of the Court of ultimate jurisdiction on this matter; or, if they did not do that, I think it was the duty of the Government to have brought in a measure, which would have confirmed the existing titles.

Hon. Mr. SCOTT—As I do not read the Bill in the sense that my hon. friend who takes his seat does, I would ask the Minister of Justice whether that was the intention? As I read the Bill, the natural inference that I draw from it is that it refers to properties already held by the Public Works Department, and that it does not include all the harbors of the Dominion, whether they be private properties or not.

Hon. Sir ALEX. CAMPBELL—The Bill covers both classes of property. The suggestion which induced us to put that clause in the Bill was caused by the decision in the case alluded to by the hon. gentleman from Halifax. I cannot see any reason for the apprehension the hon. gentleman entertains with reference to the working of the Bill. The decision may

be supposed to be a sound one; in that case certain harbors will belong to us. The decision may be an unsound one, to be appealed against successfully, and then the harbors will not belong to us; but there are certain harbors that do belong to us and it may be convenient to the Government to sell or lease some of them. This Bill will not give us the property, or take it from us, but if the Court should decide in this particular case, or in any appeal from this case, that the harbor of Summerside is the property of the Dominion, then the Government will have the power to sell or lease those parts of the harbor that they think it is not in the interest of the country they should retain. There is no ground to put forward, and no suspicion of ground for danger in the operation of this Bill, because we can only deal with these properties if they belong to the Crown. If the harbors do not belong to us we cannot deal with them; if they do belong to us we should have the right to deal with them.

HON. MR. POWER—What about the titles?

HON. SIR ALEX. CAMPBELL—If they are decided to be bad titles, we have only to put them right; if the court decides that the title is not ours, we have nothing to do with them.

HON. MR. KAULBACH—It would be well that the jurisdiction should be decided in some way or other. It seems that this Government are assuming the jurisdiction, or placing in the hands of one or two Departments the right to sell or lease these properties, whether they are improved or not. I agree with my hon. friend from Halifax—with whom I am seldom in accord—that the Government should have this question decided. Many persons obtain those grants from the Local Government, and if the Dominion Government claim the properties they should, in some way or other, have the question decided.

HON. SIR ALEX. CAMPBELL—We do not assume any rights in the Bill.

HON. MR. KAULBACH—You assume the jurisdiction over public harbors, and give authority to two Departments to sell or lease such property.

HON. SIR ALEX. CAMPBELL—Yes; if the court decides that they belong to the Government.

HON. MR. KAULBACH—But the hon. gentleman says that this Bill has been based on the decision in the Summerside harbor case.

HON. SIR ALEX. CAMPBELL—No; I said it was suggested by that decision.

HON. MR. KAULBACH—But here we are asserting by this Bill the right of this Parliament to exercise control over those harbors.

HON. SIR. ALEX. CAMPBELL—Yes; if the harbors are decided to be ours.

HON. MR. KAULBACH—I must say that I think the Government ought to take some more practical means of having this matter decided, and not have this conflict between Local and Dominion jurisdiction. The longer it lasts the greater the conflict will be. The grants are being given every week by the Local Legislature, and people are building wharves and erecting stores on those properties, and if this is done, contrary to the Local Government, those parties will have no title, and I do not think it is in the interest of justice, or of the public, that this state of things should exist.

HON. MR. DICKEY—The point raised by the hon. gentleman from Halifax is not unattended with difficulty, and I think that he was perfectly justified in calling the attention of the House to it, especially as it has elicited the explanation which has just been given by the Minister of Justice. My attention was called to this matter since we came to the Chamber this evening, and I state to the House the opinion that I have formed upon it. The whole question is not unattended with difficulty, for this reason, that there is a confusion of terms as to the right to the soil, and the right to navigation. All lawyers are familiar with the meaning of the application of the word "navigation" to a question of this kind. It simply

means the control of the right to pass over or through the waters for the purpose of navigation; it has no reference to the right in the soil. The ownership of the soil is an entirely different question—I am speaking now of the foreshore between high and low water mark. The question of harbors in the British North America Act is another matter, and the question is whether the word "harbors" embraces the water and the space between high and low water mark, where wharves are usually built. For that reason I am not prepared to pass any opinion as to the correctness of this judgment in the Summerside case, or otherwise; at the same time it would be a most monstrous course for the Government to take, to arrogate to themselves the power of dealing with harbors, including the wharves, etc., in the face of grants made for different purposes, and I had hoped that we should have some repudiation of that suggestion on the part of the Government. Now, dealing with the Bill itself, I am under the impression that the rights of the parties are not to be seriously affected by it, because of the qualifying words to which I shall call the attention of the House. The words are these: "and any portion of the shore or bed of any public harbor vested in Her Majesty." These words appear to me sufficient to qualify the application of this Bill, and prevent it from being applied to any property except such as is vested in Her Majesty, and if it is not vested in Her Majesty, my impression is it would not apply. If we could have some decided assurance that there would be no attempt to interfere with the rights of parties who acquire their title under the Local Government, there would not be so much objection to the passing of this measure.

HON. SIR ALEX. CAMPBELL—I did not know that any such declaration was required on my part, but I have no hesitation in saying that the Government has no such design, and that the Crown will never use it for such a purpose.

The amendment was declared lost on a division.

The Bill was then read the third time and passed.

FORTIFICATIONS AND MILITARY BUILDINGS MAINTENANCE BILL.

THIRD READING

HON. SIR ALEX. CAMPBELL moved the third reading of Bill (124) "An Act respecting Fortifications and Military Buildings and their maintenance and repair."

The motion was agreed to, and the Bill was read the third time and passed.

THE PRINTING OF PARLIAMENT.

FIFTH REPORT.

HON. MR. MACFARLANE moved the adoption of the fifth report of the Joint Committee on the Printing of Parliament.

He said: In the absence of the Hon. Mr. Simpson I will make a brief explanation of the report. If hon. gentlemen have paid any attention to it they will see that a matter of very considerable importance has been brought before the Committee on Printing. It has been found that the printing required by Parliament and by the Government has grown to be a serious expense, and a proposal has been made to adopt a new system, and have our printing done by the Government in an office of their own, instead of, as hitherto, by contract. The Committee have endeavored to gather a good deal of information, both by personal examination of persons who are acquainted with the matter, and by communication with persons in the United States, where the public printing is done by the Government of that country in an office of their own, and it has been ascertained that the system has worked very satisfactorily there. It was found, however, that to establish a Government printing office here would necessitate a very considerable expenditure of money in the erection of a building and furnishing it with the necessary plant. The persons superintending the Government printing in the United States very strongly recommend that system, and state as the proof of the advantage of it that under the contract system, when it existed in the United States, a very large amount of money was expended, and the expense grew so enor-

mously that it became absolutely necessary to change the system and establish a Government printing office. For the last few years the public printing has been carried on in the office under the control of the Government, and the gentleman in charge of it is satisfied that if we try the same system that they have adopted, the savings effected will more than pay the outlay in a very short time. The Committee, however, have not felt in the meantime able to recommend anything. They have taken all the information that they have gathered, and will have it printed for the information of Parliament. In the meantime they have made an arrangement to continue the present contract for a year or two, and they are in hopes they will be able to obtain such information as will allow the Committee and Parliament to arrive at a decision whether it will be better to change the system or to continue the contract system as it is at present.

The report was adopted.

DOMINION LANDS ACT AMENDMENT BILL.

REPORTED FROM COMMITTEE.

The House resolved itself into a Committee of the Whole on Bill (D), "An Act to amend the Dominion Lands Act, 1883."

In the Committee,

HON. MR. MACPHERSON said: When the Chairman of the Committee reported progress the other day the Committee was on the second clause of the Bill. I have since taken time to consider whether it would be possible to accede to the wish of certain members of the House to extend the privilege, which by this clause it was proposed to extend to families, to young men who have neither friends nor relatives in the vicinity of where they locate their homesteads. With the greatest possible desire to meet the wish of every member of the House in all that is reasonable and possible, I regret to say that I do not see my way to go any further in the direction which I propose to go in this clause than it already provides for. It may be that the House was under a misapprehension as to the full scope of this clause. So much was said about young men, and about its being in favor of the younger members of families only, that it is possible some hon. gentlemen may suppose that it has reference to young men only. It refers, however, to families; a father may live with his son, or may live with his daughter; a brother may live with his sister, or his father, or mother, or brother. It is extended to the whole family, and they are allowed to live together just in the way that it would be most convenient to themselves, while working on their homesteads. My great objection to extending the privilege any further is that it would be subversive of the true homestead principle. Young men would be congregated together in what I may describe as barracks, and instead of having homesteads we would have in the North-West a barracks or two in each township, and the homestead principle would be destroyed. I took occasion to consult with the right hon. gentleman who was my predecessor as Minister of the Interior, the leader of the Government, on this question, and I may say that it it is his opinion that this clause carries us quite as far as it would be safe to go in this direction at present. If it is found after this has been in operation for some time that it would be safe to go further, as a matter of course the Government would be glad to do so, but I cannot hold out any encouragement to the House that that conclusion will be arrived at early, because I do not see how it can be so. Everything that has been done in that country is more or less tentative. We are now far in advance of where we were five or six years ago, and, I have no doubt, in a few years we will be in advance of where we are to-day, but every gentleman who spoke on the subject of this clause has admitted that a great step in advance has been taken under this Bill. I hope the House will accept what has been proprosed, and not urge that the Government should go further than the Administration believes would be prudent. To please the hon. gentleman from Halifax I have transposed a part of the clause so as to read more elegantly than it did, although the sense is unchanged. To remove the apprehensions of the hon. genman from Toronto, who is not in his place to-night, I propose to add these words to the clause "and the residence described

in this sub-section (that is, residence with parents, or parents with children) shall be sufficiently fulfilled if the applicant shall not have been absent from his residence for more than six months in any one year." That was my intention throughout as stated to the House the other day, and I think the clause bears that construction, but I have no objection to removing all doubt on the subject, as it was decidedly my intention.

HON. MR. MACFARLANE inquired if the six months' residence means six continuous months.

HON. MR. MACPHERSON—So long as he is six months in the year resident, that is all that is required.

HON. MR. GIRARD said that when the Committee rose yesterday he was of the opinion that the provision respecting residence might be further extended, but he had since come to the conclusion that the clause as it stood was satisfactory. They had all to admit that the administration of the Department of the Interior, under its present Minister, was a great improvement on what it had been in the past, and this Bill was another step in the right direction. He had some apprehensions as to the sufficiency of the provision which permitted the homesteader to live with his parents, or parents to live with children, as he could not understand why the same permission should not be extended to persons who had neither parents nor relatives living in the district. In considering the matter, however, he had come to the conclusion that the restriction was a proper one, because the great principle of the homestead law was to induce the settler to live on his property and raise his family there. The homestead did not consist in the amount of grain or the number of cattle which it produced; it was in the family that resided on it. The best argument that a homesteader could use in support of a claim for a patent was that he had his family living on his lot. One of the first duties that a young settler owed to society, after he acquired his property and built his house, was to marry and settle down on it; for without wife and children it was not a homestead, and it seemed to him that until a man was married and had his family about him, he could not be relied upon to remain a citizen of the country. Under such circumstances, he considered that the provision of the Bill was quite *apropos*, because if young men were permitted to herd together they would become averse to entering into the bonds of matrimony. Certainly the position of *pater familias* had its obligations and responsibilities which were not always thought of or understood by young people; and when they arrive at a certain age without marrying they begin to consider it too great a risk to take upon themselves the duties of married life. He thought this principle was a sound one. Until recently he had been of the opinion that young men who were homesteaders should be allowed to reside with a neighbor, as he knew how inconvenient it was for a young man to keep house alone through a long cold winter; but it was by such experience that young men were induced to better their position by getting married, and under such circumstances the provision of this clause was only right and just. As to the quantity of land that the homesteader was required to put under cultivation, during the three years of possession, he did not think it was too much. The cultivation of the prairie land was not attended with such difficulty and hardship as the clearing and cultivation of the wild lands in other parts of the Dominion, it was much easier to break and put under cultivation 10 acres of prairie than three acres of bush land. Altogether he approved of the Bill as being another step in the right direction.

HON. MR. DICKEY said that when the Bill was introduced to the House he was under the impression that they were legislating to relax the laws respecting residence on homesteads for the benefit of young men who had no wives, and who desired to take up homesteads in the North-West; but his hon. friend seemed to have no bowels for that class of settlers. The hon. member for St. Boniface, thought it unadvisable for young men to live alone. He (Mr. Dickey) agreed with him, that the sooner they got somebody to live with them the better; but the hon. gentleman was going to place them in a potition where, for six months of the year, they were obliged to live alone, and roost

like crows upon their posts. Surely his hon. friend had some bowels for young men. He should look after their interests; the married men could take care of themselves. Suppose a young man had no female relative to go to, had no sister or mother, or mother-in-law; why should he not be permitted to live with some one else?

HON. MR. McMASTER—Let him go to his neighbor.

HON. MR. DICKEY said he could not do that, as the Minister had provided in this Bill that he should not have that privilege—that he had to live on the land, and consequently if he was a young man he had to live there alone. He was not even allowed to live with his "cousins or his aunts." This was not the way to popularize the North-West and he thought that when the Minister came to reconsider the matter, in view of the almost unanimous expression of opinion in the House in favor of relaxing this law of residence, he would amend the clause in the direction indicated. By doing so the hon. gentleman would make himself even more popular as Minister of the Interior than his predecessor, and remove one of the obstacles that stood in the way of the settlement of that country. It would also give the people who were grumbling at the stringency of the regulations the very best answer that could be given that the Government were doing all in their power to meet the wishes of the people in the North-West. There was no use in trifling with this matter, as a question of this importance could not be shirked after the point had been raised, and he had hoped that his hon. friend would not come back to the House with the answer that no change could be made in the Bill. He was not disposed to press the amendment to a division in the Committee, because it was a question that ought to be considered in a full House, but he proposed on the third reading to strike out that part of the clause enforcing residence for six months of the year, unless with a sister or parent or brother.

HON. MR. KAULBACH was in hopes that the Minister of the Interior would have yielded to a certain extent to the views of the House. No doubt the question of homestead should be well considered, but he believed that in granting this extension of the privilege respecting residence it would be a great inducement to those who were disposed to settle on the land. If two or three young men could live together for a time while making the commencement on their farms it would be of great advantage. To say that a young man must live by himself like a hermit on the prairie for six months of the year was to provide a condition of things that very few young men would care to face. If the residence were restricted within a certain district or within the township, or within an area of a few miles, it would be sufficient.

HON. MR. O'DONOHOE thought it unreasonable to restrict this privilege to the class of persons named in this clause. He could see no reason why three or four young men, whose relatives did not see fit to emigrate to the North-West, should not be allowed to live together while they were making the first improvements on their farms. What greater inducement could young men have to take up homesteads than for four or five of them to be allowed to live together in the one shanty, and have the benefit of each others society and assistance while making the first improvements, and preparing to settle on their own lots. It seemed to him that upon reflection the Minister of the Interior would see that this would be one of the strongest incentives to settlement that could be thrown out, that three or four young men, who had perhaps from infancy been companions and associates, should be at liberty to strike out into that North-West, and reside together until they could prepare their respective homes. He would be loath to interefere with the homestead principale, but he would be glad if the Minister could see his way to coincide with what he believed was common sense, and what seemed to be the general opinion of the House.

HON. MR. DICKEY thought he should set himself right by referring to the part of the section which he had proposed to strike out. On the former occasion there appeared to be a general disposition that the middle part of the section—the whole of

it that referred to this subject—from line 22 down to line 29—should be struck out; but he was so far willing to meet the views of the hon. Minister as to ask now to strike out all the words from the word "residence" in the 26th line, to the end of the 27th line, so as to provide that if the homesteader is a *bona fide* resident with anybody in the township, or in the adjoinning township, while cultivating and improving his land, it will be sufficient.

HON. MR. PLUMB said he regretted to find that he could not be in accord with his personal and political friend, the Minister of the Interior, in regard to this clause of the Bill. While he would not insist on going so far as was suggested by some hon. gentlemen, he thought that in view of the condition of things existing in the North-West the House might safely be liberal in legislating with regard to it, and a mistake might better be made on the liberal than on the restricted side. He was most desirous to promote the interests of that country, and was a zealous supporter of the party which he believed had its interests at heart, and had been endeavoring to promote its settlement and development, and he recognized the laborious and anxious days and nights which had been devoted to that object by the Minister of the Interior, who had gratuitously assumed the executive control during the indisposition of the then Minister, and who had since been most zealous and assiduous in that direction. An official view, however, was sometimes more exacting than that of others who might view the matter differently. He did not think the Minister of the Interior should find fault with the Senate, even if the expression of opinion should differ somewhat from his own, as such difference of opinion could only be expressed in the interests of that country. Young men were the active class of pioneers, those who ventured out from their families and went to those new settlements, and he did not see why a young man should be compelled to live upon his 160 acres, when, perhaps, he was surrounded by acquaintances who were fortunate enough to have a mother or sister near by with whom they might live, and thus have advantages which were denied to him, and to other young men who had no relatives in that country. Every man who went to that country would not have the good fortune to have a near relative in his neighborhood, and it would be most discouraging if such men were compelled to live in a solitary condition, at considerable expense, which might otherwise be saved and devoted towards the improvement of their land, or some other valuable purpose. He thought the clause should be so guarded that its effect upon the principle of settlement would not be at all disastrous. If the lands were to be given away, it must be upon the principle of settlement, as every one would acknowledge, but he thought that the restrictions made should be somewhat relaxed. How far that relaxation could take place might be a matter for discussion, but it could not be doubted for a moment that the House was desirous it should be made. In approaching the question, he did so with the most cordial desire, so far as possible, to meet the wishes of the Government, but at the same time with the feeling that the Bill should not be jeopardized by an adherence to a principle which he feared was not in accordance with the opinion of the House. Without going to extremes the matter could be so safely guarded that while the principle of settlement was not endangered, some concession could be made to the evident feeling manifested by the House.

HON. MR. DEVER, while anxious to support the view of the Government, wished to know why the request made by several hon. gentlemen should be refused. He supposed it was from the fear that an abuse of the principle at stake might be the result, and that instead of young men going there as *bona fide* settlers, they would go for the purpose of speculation; that three or four might go together, build a small shanty and cultivate a certain small quantity of land, and then, so soon as their patents were secured, sell out to speculators. If that was the danger, and the hon. Minister felt strongly upon the point, he would support the measure. Otherwise he thought it would perhaps be well to grant the concession which the House desired.

HON. MR. WARK thought it very desirable that young men going to that country should be given every encouragement to

get employment throughout the year. The circumstances there during the winter were not similar to those in the older provinces, where much work of a useful character might be done by the farmer. He called the attention of the Minister to the fact that it would be well if young men going out to the North-West were allowed to get employment from the older settlers, who might require just such neighbors to assist them in taking care of stock and other work which they could not do themselves. In that way the young man would be earning something—perhaps it might be an animal, or two or three—to take on to his property when he was ready to begin operations. It would be much better to grant young men that privilege than to force them to live alone in small shanties, exposed to the fury of the blizzards which had been so often referred to.

HON. MR. MACPHERSON explained that a settler could be absent from his homestead for six months in every year.

HON. MR. WARK would allow him to be absent whenever he could earn anything. If he cleared the amount of land named, within three years, and put up his house, then, at the end of the three years, there should be no restriction.

HON. MR. MACPHERSON thought, from the strong expression of opinion in the House, there was not much prospect of the resolution being carried, and if that was the sense of the House, he would not press it. He could not, however, having due regard for proper administration in the North-West, accept the amendment suggested, as, from the experience of the Department, it would not be judicious to do so. The object was to relax the restriction, but if the House wished to extend that relaxation, so as to imperil—unintentionally he was sure—good administration there, as he believed would be the effect, he would, simply not press the resolution, but would let it drop. As to the other clauses, he did not suppose they would be objected to at all, and he would move that the 3rd clause be agreed to.

HON. MR. DICKEY said that, while the Minister might take his own course, the Bill was in the hands of the House and Committee, and he thought the clause should not be given up, because there was a difference of opinion about a particular wording of it. He felt that the Minister should defer to the general impression of the House, though he did not say so from the remotest approach to anything like a dictatorial spirit, but rather with a kindlier feeling. If the Minister would strike out those words—about a line and a half—it would leave the Bill very much improved. He, therefore, hoped the clause would not be withdrawn, but that the amendment would be made and allowed to stand as part of the Bill.

HON. MR. ALMON did not think the feeling of the Senate, as a whole, could be exactly arrived at, as a number who had not spoken could not be said to be opposed to the Bill. For himself he had not given the matter sufficient study to enable him to insist upon any amendment which the experience of the Minister had led him to believe was undesirable. He was therefore willing to defer to the judgment of the Minister, who, he felt, would be willing to grant any concession which was in the interest of the country. At the same time he would always oppose the Minister of the Interior, or anyone else, if he were convinced that his course was not a desirable one.

HON. MR MACDONALD reminded the House that the Minister of the Interior had introduced certain relaxations of the conditions of settlement in the North-West, which would not have been suggested if he had not brought in the Bill under discussion, yet it seemed because those relaxations were now proposed, still further latitude was being urged. He thought it would be better to accept the relaxations which the Minister considered it wise to grant, and should experience prove that they might be further extended, the Bill might be so amended at some future period.

HON. MR. KAULBACH was surprised at the remark of the last speaker, and did not see why suggestions should not be made in the direction of amending any Bill. He did not think the House should be told by the Minister of the Interior that they must either take the Bill without

amendment, or not at all. He never would yield to such a principle, and did not think the Minister was reasonable in asking the House to do so.

HON. SIR ALEX. CAMPBELL thought the Minister of the Interior should not be asked to accept amendments to the Bill which he did not think, and which the Government did not think, could be safely carried out. He considered the Minister of the Interior could very properly drop out the clause to which objection had been made, and there was no reason why the other clauses should not be retained ; in fact, if the Minister desired, he might drop the Bill altogether. The Government were disposed to go a certain distance in the direction which everybody desired, but that was no sufficient reason why hon. gentlemen should insist upon going farther. Everybody would admit that it was an improvement to allow these young men to reside with their relatives, as it tended to their greater comfort. Perhaps—as some hon. gentlemen thought—it should go no farther, but at all events everybody was agreed that it should go thus far. It was only reasonable, however, that if the Minister of the Interior were content to drop that clause, and take the other clauses of the Bill, he should be allowed to do so.

HON. MR. DICKEY reminded the Minister of Justice that the Minister of the Interior had not been found fault with for that clause, and did not think the House should be—even unintentionally—misrepresented. Nobody had attacked that clause.

HON. SIR ALEX. CAMPBELL—The clause was objected to as not going far enough.

HON. MR DICKEY—That was to improve it ; a very different thing from asking it to be struck out altogether.

HON. SIR ALEX. CAMPBELL did not say there was a request to strike it out, but there was dissatisfaction with the clause and a desire to add to it. The Minister of the Interior felt that such addition would be against the public interest, and could not assent to it.

HON. MR. POWER did not think the doctrine laid down by the Minister of Justice was one which had been generally acted upon by the House. He thought if the Minister in charge of a Bill was not satisfied with any suggested amendment he could withdraw the Bill altogether, but he was not at liberty—nor was any other member in charge of a Bill—to accept certain amendments and then to say "well, as you propose to amend this particular clause, I shall withdraw the clause."

HON. SIR ALEX. CAMPBELL—He is quite at liberty to do so.

HON. MR. POWER referred to the fact that 12 months previously the Minister was just as positive about certain other points as to which he differed from a great many members of the House, but he had found out since then that he was wrong, and that other members of the House were right.

HON. MR. MACPHERSON—State any one.

HON. MR. POWER had repeated them three or four times, and the Minister must know what they were.

HON. MR. MACPHERSON—No.

HON. MR. POWER—If the Minister would tell the House why he objected to striking out the words mentioned by the hon. gentleman from Cumberland, he presumed the House would be willing to accept his reason, if it were a substantial one. He, however, though he had listened attentively to what the Minister said, was unable to see what difference it made to the country or Government where or with whom a young man lived during the two or three years he was obliged to reside in the neighborhood of his farm. So long as he was a *bona fide* resident of the township in which his homestead was situated, or in the adjacent township, he did not see what difference it made to the Government whether he lived with his father or somebody else's father. That point the hon. Minister had not made clear to the Committee, and he (Mr. Power) thought it would be time enough for the Minister to intimate his refusal to accept the view of

the House when he had shown some substantial reason why that view should not prevail, which reason had not so far been shewn.

HON. MR. ALLAN, as one of those who ventured to differ from the Minister of the Interior with respect to that particular clause, under the impression that it did not go quite far enough, felt called upon to express regret that the Minister should suggest the withdrawal of the clause from the Bill. He (Mr. Allan) had honestly expressed his conviction that it did not go far enough, and he thought it could be amended in the direction suggested by various hon. gentlemen in the House; but at the same time he believed that the clause, so far as it went, was a very great improvement upon the state of things existing at the present time. It was a very great boon which was proposed to be given by that clause—the allowing members of a family to live together that way—and at the same time continuing to them their full homestead rights; and he would regret extremely if, by persevering in opposition to that clause, the result should be that it would be withdrawn from the Bill. It would be a decided misfortune to the North-West if that were done, because the concession which the clause already contained was an improvement. His idea of the meaning of the term homestead as applied to the North-West lands was that it meant such a system as had for its object the protecting of people who went there and took up land, intending *bona fide* to reside there, and who were not purchasing a quantity of land simply to speculate. The question was how to make parties carry out the prescribed conditions, and to ensure that homestead lands should only be given to those who intended to make their home there; and he thought if such regulations as were prescribed by the clause under discussion were enforced, and parties were obliged to live within a certain distance of the homesteads they applied for, to cultivate a certain number of acres, and then put houses upon them, they would never go through all that for the simple sake of speculating in the land. No one would fulfil those conditions except with the idea of making the place his home, and he therefore failed to see any reason in what was said, either yesterday or during the present discussion, why these same regulations should not be applied as to residence—and made more stringent if it were thought proper—within a certain distance of the homestead, without in any way continuing difficulties in the path of those who go up there with the intention of taking up homesteads. At the same time, if the proposed amendment would not be accepted by the Minister of the Interior, he (Mr. Allan) would rather have half a loaf than no bread at all, and would rather accept the clause as it stood than have it dropped from the Bill entirely.

HON. MR. DICKEY regretted that the disposition which had always been shewn by the Minister of Justice, to defer to the reasonable wishes of the House in connection with bills introduced by him, had not been exercised in connection with the Bill under discussion, and the slight amendment asked for, granted. His idea was that a man should be permitted to leave his homestead and go where he pleased to obtain employment. He would have to be upon his homestead when he was breaking up the land and fulfilling the other conditions, but he should not be restricted to the township in which his homestead was situated, or to the township next to it. The refusal of the very slight modification with which he would have been satisfied, really shut a young man out from going to get work, upon the railway, for instance.

HON. MR. SCOTT thought the Minister had really not given any satisfactory reason against granting the proposed relaxation in the direction indicated. The hon. gentleman was ready to grant relaxation in the case of young men who had immediate relatives there.

HON. MR. MACPHERSON—In favor of families.

HON. MR. SCOTT did not see why the person who had no relatives there should be in a worse position, provided he ploughed ten acres the first year, cultivated ten acres the next year, and generally complied with the other conditions mentioned in the Bill. On what principle should that man be placed at a greater disadvantage than a person who happened

to have relatives in that country? The object was to get so much land under cultivation—25 acres out of 160—with houses upon it, so that there would be some certainty of having a settler upon that lot, and those conditions being complied with, he did not see what difference it made whether the settler lived with Smith, Brown, Jones or Robinson, whether related to them or not.

HON. MR. MACPHERSON regretted that he had not made his reasons sufficiently plain. He had endeavored to do so several times, and to explain why he could not extend the principle as was requested. The fundamental principle on which land was granted was absolute continuous residence on the homestead for six months of each year in order to entitle the homesteader to his patent. Those conditions were more favorable to the settler than the system in the United States, which required longer and more continuous residence. There was a very great objection to departing, even in the slightest degree, from the homestead principle requiring absolute residence, and it was only done in this case for the convenience of families, and because there would be very little difficulty in knowing where the homesteaders reside. It would be an exceedingly difficult matter to extend it to persons in no way related to each other, and to keep trace of them. It was desirable that habitable houses should be built upon these homesteads, but if several young men were allowed to live together the result would be that at intervals throughout the country there would be erected a sort of barracks, perhaps only one or two buildings in a township, which would be occupied by those speculating young men. That would be a most disastrous state of things to contemplate. Hon. gentlemen should remember that the Bill dealt with no ordinary Province, but an immense area extending from 1000 to 1200 miles in one direction, and hundreds of miles in another, so that it would be exceedingly difficult to keep trace of persons not related to each other if they were allowed to live together in the way proposed. The hon. gentleman from Amherst had referred to the readiness with which the Minister of Justice had on various occasions yielded to the opinions of members of the Senate upon details of Bills which he had introduced, but it should be borne in mind that the generality of legal and other bills so introduced were much narrower in their scope than the measure now under discussion, providing for the administration of lands in the North-West Territory. It was, therefore, his duty, painful though it might perhaps be, to take care that the Government did not assent to anything which they believed would be injurious to that great territory, or which would be subversive of the homestead principle, which Parliament had so carefully laid down. He hoped he had now, at all events, given a reason, which would be understood by the House and prove satisfactory, why this concession could not be granted. From what had been said by the hon. members from Toronto and Amherst, the House would probably allow the clause to be adopted, and of course hon. gentleman could take what course they might see fit with regard to it at the next stage of the Bill.

MR. HON. KAULBACH said that the statements of the hon. gentleman would not influence his mind, as there was a large territory in the North-West, to be settled, and the condition ought to be relaxed. The clause was a good one as far as it goes, but it was susceptible of improvement, and, he believed, in the interests of the country, it should be amended, by leaving out all the words after "residence," in the 26th line, to the end of the 27th line.

HON. MR. DICKEY said he had already indicated the course that he would take; at the same time he did not wish to bind anyone, and he was willing to allow the clause to pass in Committee, and would move his amendment on the third reading.

HON. MR. KAULBACH said that on that understanding, he would withdraw his amendment.

The clause was ageed to.

On the third clause,

HON. MR. MACPHERSON explained that the object of this clause was to give power to the Minister of the Interior to appoint others than local agents to take

evidence, respecting patents, a plan which would afford more relief to the settlers than he could describe. The settler had now to travel from his home to the office, frequently twenty or thirty miles from his land, to give testimony before the agent. He was in hopes it would be possible to employ inspectors of homesteads, who would visit the homesteads of settlers, and while there take the necessary testimony, and relieve the settler from the necessity of leaving his homestead at all in order to get a patent.

HON. MR. POWER thought that this clause was very stringent. It required a claimant to prove residence, erection of a habitable house, and cultivation. This proof had to be made by the claimant by his own affidavit, and then his evidence has to be corroborated, on oath, by two disinterested witnesses resident in the vicinity of the land affected by their evidence. This evidence may or may not be accepted as sufficient by the Commissioner of Dominion Lands, or the Dominion Land Board. In his opinion, if the claimant should bring his own affidavit and the evidence, on oath, of two disinterested witnesses resident in the vicinity, the Land Board should not have the power to refuse it. It sometimes happened that land agents were interested in securing the forfeiture of claims, and it was very easy to fancy in such cases that the settler might be subject to very hard treatment.

HON. MR. DICKEY said it was evident that the object of the clause was to afford relief to the people, and enable them, on the evidence described, to get their patents without going to Ottawa.

HON. MR. MACPHERSON explained that all those precautions were taken for the purpose of preventing fraud, and he might state to the House that the rules had not been any too stringent, as there had been many attempts at fraud, and some of them had been successful notwithstanding those precautions.

The clause was agreed to.

On the 4th clause,

HON. MR. MACPHERSON said this clause had reference to the preservation of forest trees, and the reservation of lands for forest parks. He had stated on the second reading of the Bill that he would make enquiry as to what laws or ordinances existing in the North-West respecting the punishment of parties who wilfully or negligently set fire to the prairie or the forests. He found, as he had supposed, that there was an ordinance of the North-West Council imposing a fine of $100, coupled with imprisonment, for the offence. He proposed to let it remain so for this session, for, to do anything more, it would require an Act of Parliament. There were Acts on the statute books of Ontario, Quebec and Nova Scotia on this subject. Perhaps that of Nova Scotia, which was the latest, was the fullest and most comprehensive, but in each case it was an Act of Parliament of very considerable length, which would not be prepared during the present session for the North-West, because a great deal of information had to be obtained.

HON. MR. DICKEY enquired if the provisions of this clause applied only to the forests in the vicinity of the Rocky Mountains, as he understood that there were other mountainous districts throughout the North-West, such as the Pembina Mountain, Porcupine Hills, Wood Mountain, Cypress Hills and the Touchwood Hills. If this was a useful precaution, would it not be wise to extend it to other districts?

HON. MR. MACPHERSON said that the other localities referred to by the hon. gentleman were not really, in the strict sense, to be termed mountains.

The clause was agreed to.

On the 5th clause,

HON. MR. MACPHERSON moved to fill in the blank in the sub-section 3, to provide that the penalty for destroying trees growing upon any such reserve or forest park shall be a fine not exceeding $200.

HON. MR. POWER thought that $200 was an excessive penalty for cutting down any tree, sapling or shrub.

HON. MR. MACPHERSON said he

would be satisfied to make the penalty not less than $10 or more than $100.

HON. MR. BOTSFORD, from the Committee, reported the Bill with certain amendments, which were concurred in, and it was ordered that the Bill be read the third time to-morrow.

HON. MR. DICKEY—To prevent any misunderstanding, I may mention that it is my intention to move, on the third reading, that all the words from the word "resident" in the 26th line of the second clause to the end of the 27th line be struck out.

SECOND READINGS.

The following Bills were read the second time without debate:—

Bill (65) "An Act respecting the Northern Railway of Canada." (Mr Allan).

Bill (73) "An Act respecting the Central Ontario Railway." (Mr. Flint).

The Senate adjourned at 12 p.m.

THE SENATE.

Ottawa, Thursday, April 3rd, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

BILL INTRODUCED.

Bill (K), "An Act respecting the Territory in dispute between the Dominion of Canada and the Province of Ontario." (Sir Alex. Campbell.)

DOMINION LANDS BILL.

DISCUSSION ON THIRD READING.

HON. MR. MACPHERSON moved the third reading of Bill (D), "An Act to amend 'The Dominion Lands Act, 1883.'"

HON. MR. DICKEY moved, in amendment, that the said Bill be not now read the third time, but that it be referred back to Committee, with instructions to amend the second clause by striking out all the words after "resident" in the 26th line, to the end of the 27th line.

He said: The amendment that I propose, is to strike out those words which confine the benefit of residence to a person living with a parent, son, daughter, brother or sister, and to make it so extensive that he can live with an aunt, or a cousin, or mother-in-law, or friend, or neighbor, in the township where the land is situated, or in the adjacent township. I need hardly say that on a former occasion there was a very strong opinion expressed that the whole of the clause respecting residence should be struck out; but, with a view to inducing the Minister of the Interior to meet the House half way, I have moved the amendment merely to strike out the words I have indicated.

I do not see why a person should be restricted even to living in the township, or in the adjacent township, or why he should not be permitted to go out for six months in the year to find his support and earn the means of paying for the improvements on his lot, or for buying another lot, by working on some one of the railways that give employment to settlers in the North-West. At the present moment the requirement of the law is that he shall reside six months in each year on the land for three consecutive years. It is considered a great grievance, and I have heard it descanted upon from the lips of persons on the spot, within the last eighteen months. It is very difficult for hon. gentlemen sitting here at their ease to realize the extent of the inconvenience experienced by settlers in the North-West, because of this clause providing compulsory residence on the land. The Minister himself must have felt it, because he proposes to relax the law, and I am not disposed to withhold any credit from the hon. gentleman that he is entitled to. I say this clause is a step in the right direction, and the only difference between him and me is whether this clause, if carried to its legitimate conclusion, should not embrace the point that I propose in this amendment. What are the principles that are required by this section? That in the first year the settler shall break up ten acres of his homestead quarter section; that in the second year he shall break up fifteen acres and crop ten; and in the third year that he shall break up

fifteen acres and crop twenty-five, and that he shall build a house and *bona fide* reside therein for not less than three months prior to the date of his application for his patent. It seems to me that the requirements are sufficiently severe whether a person is a *bona fide* resident or not, because we keep the words in the Bill that he is a *bona fide* resident in the township, carrying on his improvements during those six months, and preparing himself to become ultimately a settler on the land. It has been asked time and again what possible objection can there be to it. We have to consider the position of settlers in various circumstances. Some go there to meet a relative, a father, or brother, or sister, or somebody who is settled near at hand. He is relieved by this provision in the Bill; but a great many others who go there have neither father, mother, sister nor brother resident in the township, or in the adjacent township, although they may be living at Winnipeg or some other point in the Province, yet they are excluded from the benefit of this clause. But if a person has no relative in the Province why, in the name of common sense, should he not be permitted to reside with his nearest friend or neighbor, who probably came with him for the purpose of becoming a homesteader? Why should he not? We have had no answer to that question, except that the Department of the Interior does not think it is desirable. I think it is an answer that is—I will not say disrespectful, but we ought to have something more definite than that, because if we are merely to take those bills as they come to us, and are not to be allowed the privilege of commenting on them, and amending them where we think it is necessary, it is hardly worth while going through the farce of considering them in their various stages, and we had better adopt them *en bloc*, as they are recommended by the Department from which they come. I do not see why a Bill coming from the Department should not be submitted to criticism like any other Government bills which have time and again been amended here without any complaint, and sometimes with thanks to the hon. gentlemen who made valuable suggestions. In this instance I do not hesitate to say that the amendments suggested would be an immense improvement to the Bill, and it would recommend the law more than ever to the sympathies and to the kindly feeling of the people in the North-West, and the people about to go out to the North-West from the older Provinces. It is with that view that I urge this matter upon the Minister. I said there was no answer; oh, yes, there was an answer. The hon. gentleman said, on the former occasion, that he was afraid that when these men had done everything that the law required them to do, if they were allowed to live with a neighbor or friend instead of a father, mother, son or daughter, they might, at the end of the time, sell out the land after getting their patents. If a homesteader fulfils all the requirements of the law, why should he not be allowed to sell out after he gets his patent? Of course he is; and is not the man who is allowed by this Bill to live with his father or mother, brother, sister, son or daughter, allowed to sell out his patents? Of course he is, so that it is trifling with the House to meet this claim for the removal of obstacles in the way of settlement with such an argument as that. I cannot treat it in any other way than as a trifling answer. While I accord to the Minister, in the first year of his Departmental career, the credit of having introduced a very great improvement upon the laws connected with this subject, I think that he cannot forget that this has lasted for a great many years before this improvement was suggested at all, and had this change in the law been made a few years ago, it might have been very much to the benefit of the North-West, and it might have closed the mouths of those unpatriotic agitators, whether Canadian or American, who are trying to belittle our country, and to prevent people from settling in the North-West. You are putting an argument in their mouths to enable them to frighten people with respect to those onerous conditions. I wish to take that away. I wish in the interests of the Dominion, and in the interests of the Department of the Interior itself, that it should be at liberty to give the same advantage to men who do not happen to have any relation living near them that they would be entitled to if they had. I know of no reason why the two parties should be placed on a different footing. It may be said "by and by we will consider it," but I say now in the time, before

there are serious difficulties, and while this legislation is before us, to make it so that it will commend itself not merely to the good feeling and the good sense of the people who are there, but that its liberal provisions will be an inducement to others to go in there and settle upon our lands. The hon. gentleman remarked facetiously about the inadvisability of young men living together. Why not? You have already, in the case of the Mennonite settlements, recognized that principle. Separate residence is not required in the case of those people; on the contrary you encourage them to go there. You encourage their young men, and married men, to go there, and you give them all the facilities you can to settle, and what harm can there be if half a dozen stalwart young fellows from England, or anywhere else, should go in there and try to make their homes, and economize their time and their labor in doing the requirements of this Act by living together, and in the end each building his separate house on his homestead, and residing there three months of the time a *bona fide* settler? I say why do you throw this Bill in his face, and tell him you will refuse him the privilege that has been asked for? It is quite true if a man is fortunate enough to have the house of a sister, or father, or brother to go to, he can go there, but if not he is told he must reside on his own homestead.

HON. MR. SCOTT—I do not propose to enlarge the debate on this subject, which has been fully discussed and appreciated by every member of the House; but I rise to call the attention of the Minister to circumstances which, I believe, I adverted to in the observations I addressed to the House a day or two ago, when I said I thought it was the duty of the Department to generally relax the stringent regulations relating to lands in the North-West. I stated that I could not venture to run the Department myself, because I had not made, in my travels in the North-West, a sufficiently exhaustive examination into the whole subject; but I do say that there is a very wide spread dissatisfaction existing there, and the majority of the opinions that I gathered while there, were to the effect that the regulations were oppressive; that the action of the agents was tyrannical; that there was a paucity of information, and a general feeling of disappointment. The people I came across were diverse in their creed, nationality and their politics; I neither knew them nor they me. I mentioned the case of a gentleman from Prince Edward Island, on the previous occasion, and I may say that I looked into the Department yesterday to ascertain what had been done in his case and to my surprise learned that nothing was known there about it. The inaction of the Department in this case makes it apparent that, however anxious the Minister may be to remove all difficulties, the power assumed by the delegates sent to the North-West, in the capacity of Commisioners, deprives the Department itself of the full knowledge of the facts. I, myself, in many cases took occasion to refer to my own conviction that had the Minister himself known of the individual cases in the North-West of real and ostensible hardship, he would be the first to make an effort to remove them; but there is an impassable barrier between the Department and the people who are located on the lands. Hard and fast cast-iron regulations are drawn up, and the severity of those regulations is intensified by the tyrannical manner in which they are carried out by the agents. It does seem to be a question of duty on the part of the Government subordinate, no matter what Department he is in, invariably to draw the line against the party who has the dealing with the Department. I think the true feeling of the whole country in reference to this question is that the Department should deal generously and tenderly with the settlers in the North-West. I instanced the case of a man who had been on his land for several years; he had gone in there before there was a sign of settlement, and had made considerable improvements. At that time it was thought the railway would be carried a great many miles further north of where he had located his farm. When I went there I found that he was doing nothing, and I asked him why it was? "Well" he said "I am disheartened; my boys and myself have been notified that we must go; we came in here in good faith when there was not a soul within miles of us, and we brought our horses and our implements with us, and we have not been able to get a place

where he have authority to settle down. We thought we had got far enough away from settlement when we located here, and last year I had an excellent crop. I have spent a large amount of money, but my boys have at last given up; we can get no title to our land; this year they are not inclined to work any longer, and they are determined to go." My answer to him was to remain where he was, "There is no Government in Canada strong enough to turn you off if you choose to remain; stay where you are, it is impossible that such tyrannical rules can be made that they can turn you off if you go on in good faith before settlement comes." I visited the Department this morning to find out what had been done with this man; the lands he claimed were section 28, township 16, range 26, and section 22 in the same township.

I asked the Department what had been done, and the reply I got was, that up to the fifteenth ultimo—the date of the last return—there had been no entries reported, either upon section twenty-two or twenty-eight; and that this township was open to entry only as early as the first of last month. Agents have been to this man, over and over again, and have seen his valuable improvements, and surely it was their duty to have reported those improvements? Surely it is not the part of the agent to tell this man that he has to abandon his property, and not cultivate another acre of the land! He was told positively and absolutely by the authories that he must go; that the land could not be sold to him, and that he could not take it up as a homestead, and yet nearly a year afterwards the Department is in utter ignorance of the facts. The man told me that he and his family were from the neighborhood of Charlottetown, Prince Edward Island—his name is C. C. Mackay. I was speaking of it to a gentleman the other day, who happened to know Mackay, and he told me that he had received a letter from one of the sons of this man, describing the harsh treatment that his father and brothers had received from the Crown Lands agents in the North-West.

Now, surely the effect of letters of this kind going back to the older provinces of the Dominion must do a vast amount of harm; and this is not a solitary case. I did not care about collecting grievances when I was in the North-West; no doubt if I had been inclined to do so, I could have heard of a great many. In an off-hand way I asked here and there what the feeling was respecting the land regulations, and I am quite safe in saying that there is a deep feeling of insecurity existing in the North-West. I do not hold the Government responsible for it; but I do hold the mercenary pack who go into that country as agents, and who extort money from the settlers under the impression that they have the sole power to deal with them. I have heard of one case of an agent who regularly trafficked in that kind of thing; that he was in the habit of saying to the settler if he would only give him $50 or $100 he would settle his case for him. If the Minister of the Interior would make a note of it he can make enquires and ascertain if it is the fact. That was the existence of things that I found when in the North-West, and it was, therefore, my desire, in the observations I made the other day, and in the observations I make now, that the Minister shall give special instructions to the agents that in all cases where a man has spent a certain amount of money and a certain amount of labor on the lands, that that expenditure ought to be respected in some shape or other. Supposing the land has been sold to a colonization company, or a railway company, it is in the power of the Department to make terms with that company, and stipulate what treatment shall be extended to the settler. That is the policy that has been measured out to the people in the older provinces; it is the proper policy, and one that will make the Department popular amongst the people with whom it has to deal. This feeling of uncertainty does a great deal of harm. People cannot connect with the Department. They believe there is a Chinese wall between them and the Minister. They would not think of approaching him, or perhaps would not have the means, or would not know how to do it, and they are consequently in the hands of a mercenary pack of agents who traffic in their position, and place difficulties in the way of settlers that the Department cannot be aware of. It is such treatment that prompts the settler to sell out and go to Dakota or elsewhere,

where he will not have this petty tyranny exercised over him.

HON. MR. REESOR—But he is not allowed to sell.

HON. MR. SCOTT—I know he is not allowed to sell, but he prefers, at any sacrifice, to get away from the tyranny of agents. I have had to deal with thousands of such cases. I have had, myself, a very large amount of administration with reference to free grant lands—the hon. gentleman from Halifax may laugh, but I refer to facts.

HON. MR. ALMON—I was not doubting the hon. gentleman, but I was laughing at the idea of Dakota having better land regulations than ours; it is so absurd that I cannot restrain myself from laughing whenever it is mentioned.

HON. MR. SCOTT—I am putting that country in juxtaposition with the Canadian North-West, and I say in view of the land regulations, that Dakota is a freer country than ours unless the tyranny of land agents and the cast-iron rules of the Department are changed. I do not hesitate to say so, and I abide by my utterance. I do not hesitate to make this statement, because I say I know something of human nature, and human feelings, and human wants and human sympathies, and I know of no men who ought to be more tenderly dealt with than the pioneers who settle on the wild lands of this country. We are flooding Europe with tracts and pamphlets, and casting abroad a vast amount of information to attract people to our North-West, and I say when we get them there we should treat them more generously. Supposing ten per cent. of the land should fall into the hands of speculators under liberal regulation, is it not better than that 90 per cent. of the people should be dissatisfied? I do not care a button for pamphlets or agents or any machinery of that kind for settling a country; the real agents, as I have often said, are the contented people who settle in any particular section of the country. They write home to their friends, in Germany, Belgium, Russia, Sweden, Great Britain, or wherever it may be, and they describe the condition of things as they exist, and they tell them whether there are attractions or advantages for those who wish to emigrate, and, guided by that, the stream of emigration sets in. It is not by hired agents who go about painting in highly colored language the advantages of the country that emigration is secured, because people are apt to be suspicious of their statements, they have been taken in so often. After all, the true way in which to settle a new country is by the satisfaction and content that are exhibited by the actual settler, and the communications he sends to those who are influenced by his judgment, and the information that he sends to them in Europe. If you go into any of the States of the Union, you will find that one State is peopled by large numbers of Germans; another by Norwegians, another by Danes, and another by Russians. They first come over in small numbers and locate themselves in a State, and from there write home and encourage their friends to come out and settle near them. We know how the Western States have been settled in that way, and we know that the Government did not employ agents for that purpose. The railway companies had their agents working their interests, but the rule is that the emigrant leaving Europe knows exactly where he is going to locate himself. Men do not blindly drift across the Atlantic; they know where they are going to anchor, and they anchor where they are induced to go by the representations of those in whom they have confidence. I have no doubt that my hon. friend will inquire into this matter. I trust that he will err on the side of leniency. I say it is infinitely better that ten per cent., or even a larger proportion, of the land in the North-West should fall into the hands of speculators than that the actual settlers should be discontented. I do not think there is going to be such a keen speculation in land in the North-West. There is a good deal of hard work in going on a homestead, and any man who breaks up and cultivates twenty-five acres, and builds a house on it, will not abandon his property; if he does abandon it, he will not do so until somebody else takes his place, and it is a matter of perfect indifference whether it is that man or his substitute that becomes the actual settler. We want to get good settlers, industrious men on the land, but in reference to the individual it is a matter of the

most perfect indifference who he may be. We want the land cultivated. It has been said on good authority that where a man's treasure is there will his heart be also, and we know that once a man secures a holding, it is his pleasure and pride to keep it. If a man has cultivated a certain amount of land, and puts up a house, he does not do it simply for the purpose of holding it for speculation.

HON. MR. REESOR—There are cases in the North-West of so much severity, under the operation of the law as it now stands, that they are almost enough to make a man's blood curdle. There are two classes of homesteaders. I will take two cases, in both which, I personally know, the entries were made for homesteaders in Southern Manitoba, in 1879. Side by side they both make their entries in the same even numbered section—each having a quarter-section, 160 acres. For convenience we will say their names are respectively Brown and Jones.

HON. MR. MACPHERSON—Why not give their real names?

HON. MR. REESOR—I would rather not do so now.

Brown is industrious, but has little money, but by working for others much of the time he is able by the end of two years to have a cabin to live in, and 30 acres under cultivation, but has not lived upon his lot six months in each year. An Ontario farmer makes his appearance: he wants a place for his son, whom we will call Johnson. Johnson pays Brown $1,000 to abandon his homestead and allow young Johnson to enter it. The bargain is closed.

Brown is then able to pay his debts, buy a team and make a much better start on a new place. While Johnson takes this improved homestead and goes on improving two years more, when he has a frame house, stables, granaries and 80 acres under crop. But he is unable to swear that he has resided on his lot six months in each year continuously. He has, therefore, under the law as it stands, forfeited his right to the property, and all the improvements which he has made and for which he has paid. By a single stroke of the pen the Minister of the Interior can cancel the homestead, and sell the improvements, which cost young Johnson, in time and expenditure, $3000. He has the extraordinary power of confiscating a man's property, under the statute, for the offence of not having lived upon his homestead the orthodox period of six months in each year.

Now, let us examine the case of his neighbor, Jones. He hires with a farmer in the neighborhood, and every night goes to his cabin to sleep on his homestead, during six months of each year, for three years. He may have had less than an acre under cultivation during all that time, but he is entitled to his patent and gets it. Jones can then sell or hold on speculation. But Jones is the white-haired boy; Johnson is the sinner. Jones gets his patent in three years from the date of entry. Johnson's homestead has been cultivated five years, the last year with eighty acres under crop. But his patent is refused, and the statute declares his property forfeited to the Crown for failing to reside upon it six months continuously in any one year.

The moral that such an unjust law teaches is this: That a young man can make more money in the North-West by a half-idle, scheming life than by honest industry.

Now, it is not hard to see that one homestead, managed like Johnston's, does more to develop and build up that country than fifty like that of Jones'. Yet, strange as it may appear, the former is treated very much like a criminal, while the latter is rewarded for having done little or no service to any one but himself.

But what makes the case look still worse is this: In the same year, 1879, when these homesteads were entered, the Government sold large quantities of land near these homesteads at $1 per acre, and on a credit of ten years. On a section of 640 acres only $64 was paid and within two years after one-quarter of it was sold for enough to take out the patent for the whole, thus leaving in the hands of the investor, who in this instance was an outside speculator, 480 acres as a free gift, worth about $4,000.

Thus the man who did nothing for the country makes $4,000, the man who did very little, like the Jones homesteader, gets property worth $1,000, while the men of whom Johnston is the type, and whose

labor and money give value to the property of the other two, may have their property all confiscated, unless, by an act of grace of the Minister of the Interior, the sentence of confiscation is commuted to paying two dollars per acre, just $320 more than the Jones homesteader pays, and just twice as much per acre as the outside speculator pays.

A law that so outrages every sense of justice I cannot find words sufficiently strong to condemn. But I trust to the good sense and love of fair play of the members of this House, that such an iniquitous law shall remain on the statute book no longer than it will require to repeal the objectionable clauses.

The cases to which I have called attention, prove that the Dominion Lands Act encourages speculation pure and simple. It encourages homesteading of a speculative character, inasmuch as sleeping upon the homestead eighteen months secures the patent without making it of productive value ; while the men who alone make the country valuable to the state, by cultivation, are worried, harrassed, and robbed of their labor and expenditure, for the crime of not being able to prove, by the oath of two disinterested witnesses, that they have resided the exactly full six months in each and every year upon their respective homesteads.

Take another case. A young man made application for a homestead which had been abandoned. The agent posted the usual notice in his office, and the young man, whom we will call Smith, having a team and breaking plough, wished at once to turn his labor to account. He obtained the consent of the first homesteader to go immediately into possession, and when the thirty days were up he had thirty acres beautifully broken, as it happened in the month of June, the best time for breaking the prairie. He then went to the Land Office to make his entry. The agent asked him what improvements there were on the land.

Smith replied thirty acres splendidly broken.

Agent—What is that worth ?

Smith—$3 an acre, or say $90.

Agent—Then you will have to pay me $100 for your entry, $10 the regular entrance fee and $90 for the improvements.

The poor homesteader was so taken aback that for some moments he was unable to reply. But finally he denounced the charge as a swindle, and said there was no law in Canada to make him pay the Government for improvements he had himself made. The agent then took down the statute and read as follows, from section 35 of the Dominion Lands Act of 1883 :

"A homestead, the entry of which has been cancelled, may, at the discretion of the Minister, be held for sale of the land, with the improvements, if any, or of the improvements only, in connection with homestead entry thereof, to another person."

The agent said he did not make the law ; it was made by the Parliament of Canada and he had to act upon it.

The poor homesteader paid over the $100 with which he had intended to build himself a cabin. He felt that he was literally robbed of the $90, and so he was—but the robbery was done legally, under the law passed last session.

Had a thief picked the poor man's pocket he might have had the satisfaction of seeing him sent to penitentiary for five years, but as it is he is helpless.

Laws that in their operation legalize robbery and fail to punish the guilty, soon create in the minds of the common people such a disrespect for those who make them, and those who administer them, that violence is easily stimulated to usurp the administeration of justice, and bring about still greater evils, of which we have had a sad illustration during the last few days, in the city of Cincinnati. The Dominion Land Act should be so amended as to make such wrongs impossible.

I will not detain the House any longer. The case I think is very clear, and at the proper time I will move certain amendments to the Bill. I had hoped, when the Bill came back here that the Minister of Interior would have seen his way clear to have had it amended. There is evidence enough in the country to show the grievous wrongs that have been done, and the complaints now being made are both loud and continuous. I therefore hope he will consent to have the Bill amended, and at all events I shall move an amendment and take the sense of the House upon it.

HON. MR. SUTHERLAND—Having the other day suggested the amendment that my hon. friend has made, it might be supposed that possibly I have some personal interest in the matter. I may say, however, that I have not, and I know of nobody belonging to me that has any personal interest in that direction; but I considered then, and I still consider, that the amendment is very desirable, and I hope that the Minister of the Interior will accept it. I can see a very great advantage in the adoption of such an amendment, because it would be a great benefit to young men who are improving their homesteads to permit them to live and work together instead of being obliged to reside each on his own homestead. I hope, therefore, the Minister of the Interior will accede to the amendment, as it would be a great advantage if it were incorporated in the Bill. Two men can always do better than one alone, for there is much work that a single man cannot do. I can understand that there would be danger if the regulations were relaxed in certain directions, but I cannot see, where the improvements are strictly enforced, that any danger need be feared if this amendment were allowed to pass.

HON. MR. GIRARD—As coming from the Province of Manitoba, I will take the liberty of speaking again upon this question. I think if the amendment now being discussed had been incorporated in the Bill at first, it would be right enough that it should be carried, but after giving it serious consideration, I feel that, as the provisions really contained in the Bill are in the right direction, and as the Minister of the Interior objects to the amendment, it is but proper that we should accept the Bill as it stands, for the present, and not insist upon anything more. In speaking to-day, I wish to reply to some remarks which have been made in this discussion, and which, if not contradicted, would, perhaps, cause much damage to the Province which I have the honor to represent, and to the North-West Territories. The case of the Mennonites has been mentioned. While it is true that they have special rules and regulations, and while they have conduced greatly to the prosperity of that portion of the country in which they live, it must not be forgotten that they are subject to the very same provisions which are in the Bill now submitted to us; they are there with their families—with their fathers, mothers, brothers and sisters, just what we are trying to provide for in this Bill. It has been said that there is much dissatisfaction at the present time in the North-West, because of the operation of the present Dominion Lands Act. There is, perhaps, some dissatisfaction, but I do not think it is very serious. I think it would perhaps be well, if the Government were to vest the administration of the Dominion lands in that country in the hands of the local authorities at Winnipeg. That opinion now prevails, and possibly it would be a great improvement if the Government were to concede it, but generally speaking I do not think there is much dissatisfaction. With the permission of the House I will read a letter which appeared in the Winnipeg *Times* of the 29th March last, which goes to prove that the discontent is not so great as some hon. gentlemen would lead us to believe. Of course there will always be some one to grumble, and it must not be forgotten that, especially in a new country, everything cannot be quite as comfortable and satisfactory as in an older and more settled province, but the difficulties which exist in the North-West can be more easily removed than perhaps was possible, when settlement first began, in the case of the Province of Ontario. The letter to which I refer is written by a citizen of Ontario, Mr. David Charles O'Keefe, and is dated at Fort Ellice, on the 24th March. He writes as follows:

"Talk of grievances, I cannot see them. We must persevere in honest industry before we can succeed. Ours cannot compare with the difficulties early settlers in the older provinces had to encounter, less than thirty years ago. I recollect the fate of the farmers then. Take for instance North Middlesex, the townships of East and West Williams. London was the nearest market. The village of Strathroy was no place to sell anything in. The farmers had to start from home in the night, travel all night and all next day, arriving at London late in the evening. The entire distance to market was forty miles of the most miserable roads ever seen. The farmer stopped at the hotel until next morning and then turned out on the market with his produce. Then the dealers would make a corner, as our friends across the line would call it, and offer such prices as the farmer could not accept. After standing on the market until the after-

noon, the farmer had to go around to the stores and sell for what he could get. I have seen this time after time. Only 50 cents per bushel was paid for wheat, half cash and half trade, $2.25 to $2.50 per 100 pounds for dressed hogs, also half cash, half trade; and three days and three to four nights away from home. Other places were in the same position as regards markets. The township of McGillivray, in the County of Huron; also Bosanquet township in the County of Lambton, was distant from London, the nearest market, at least forty miles, except the south part of McGillivray.

"These are only a few instances of which I am personally aware. We here are better off. We can go to Moosomin, thirty miles, in one day, and back another, and get 90 cents per bushel, cash, for hard wheat. I, myself, and my two sons are farmers. We have two settlers between us. It is two years since we began. We shall have 160 acres under crop this season. We are satisfied. When we went farming we saw plainly that we could get little if any return for the investment in less than four or five years. If, after three years we can make our farms self-supporting we think we shall be doing well, and have the young cattle we raised, to the good. My two young men never did a day's work on a farm before coming here. I brought them up here first in 1880. They went back and did not like the country. They came up again in 1881 and liked the country. They would not go home to Ontario again. Here they are, working hard and well satisfied.

"It cannot be denied that for any man who wants to make himself a good home this is the country for him. I have been through the country almost in every place east of the Rocky Mountains and I unhesitatingly say that the man who cannot make a home and a good living for himself here cannot succeed in doing so in any other country. I have been through the neighboring territories south of the international boundary, and can truly say our country offers a far better inducement to the settler. I have met many people who would gladly come across the line to settle if they could so arrange their affairs as to enable them to do so.

"I have caused a good many people to come and settle in this country, some from the United States, some from the Old Country and some from Ontario. There is not one among the lot who is not well satisfied. Some are comparatively wealthy and had but little capital when they came. Even if a man has no capital he can get on. There is plenty of work. He can work out six months in the year at good wages and stay on his homestead the other six months. I often find it difficult to get hands. I am not in sympathy with the grievance people at all, for in reality there is no grievance."

HON. MR. POWER—What paper is the hon. gentleman reading from?

HON. MR. GIRARD—The Winnipeg Daily *Times*. Everybody will admit that this is quite disinterested evidence, and it will serve as a good reply to what has been said in the present discussion, of a nature to militate against the interests of the Province from which I come. I think that the clause as it stands would give great satistaction, and I do not, therefore, think it would be reasonable to insist that the amendment should be incorporated in the Bill. What has been done is in the right direction, and for my part I shall vote with the Government on this question.

HON. MR. MACPHERSON—I think I agree in every word that has fallen from the hon. gentleman from Ottawa, and if I were to describe the policy which I have endeavored to pursue, I could not use language of my own which would more fully describe it than has been done in the words used by the hon. gentleman. It is scarcely to be expected, in a Territory such as the North-West, where settlers have rushed in in advance of surveys and of laws, that they should not have what they may consider grievances, and what to them no doubt have been grievous, because the lot of the pioneer—no matter what is done for him—must be a very hard one. He and his family have a great many discomforts and hardships to bear, which cannot be relieved by the Government, or in any other way; but they are entitled to have everything possible done for them in the direction of lessening those grievances and those burdens. Therefore, they are entitled to have the law administered favorably and sympathetically, and the instructions from the Department of the Interior, and the policy pursued, have been in that direction. The agents employed by the Department naturally will adhere closely to the law, but the law itself is conceived in a just and generous spirit, in such a spirit as the settlers in that country are entitled to have it conceived and administered; in fact it is the study and desire of the Government that it should be made as favorable as possible. I am glad the hon. gentleman has mentioned the one or two cases to which he referred, because it gives me an opportunity to explain how some of those grievances arise. I will take the case of the settler near Moose Jaw, and will explain to the House, as I have just said, that

settlers have gone in in advance of the survey, and have aquired rights which, however, can only be recognized when the surveys are completed and the land office opened. Then, those settlers have a right to enter for their homesteads, and the time which they have spent upon their lands, in advance of the survey, counts for them in the earning of their patent. It must, however, happen in such cases that the settler would have to wait a certain number of months before the land office could be open, and the plans of the township in which he lives placed in the possession of the land agent—and all this must be done before he can make his entry for the homestead. Now, the surveys for the Moose Jaw country have been confirmed only very lately, and the plans have been received but a short time. My hon. friend from Ottawa can understand that until those plans were received it would be impossible for any land agent to grant an entry to that settler, because he was not in possession of the necessary information to give him that entry; that could only be done after the plans of the township were in possession of the land agent. The reason is, as the hon. gentleman is probably aware, that the opening of the mile belt stopped a little on this side of Moose Jaw, because the survey had not been completed, and there was no use in opening the land for settlement until the settlers could obtain entry for the lands they might select. As the survey is completed to Moose Jaw, the mile belt will be opened, but the difficulty in the way of the settler to whom my hon. friend has referred, must be, that until very recently the survey was not confirmed and the plans were not in possession of the land agent.

Hon. Mr. SCOTT—The man himself gave the number of his own lot, and his son's lot; and the surveys must have been made sometime anterior to that; that was last year.

Hon. Mr. MACPHERSON—The surveyor on the ground may have told the settler what the number of the grant would be.

Hon. Mr. SCOTT—The survey was made.

Hon. Mr. MACPHERSON—I can assure the hon. gentleman that it is not so. No homesteader, so far as I am aware, who has settled upon agricultural land has been disturbed, and I quite agree with the hon. gentleman that no Government could think of disturbing him. Agents may give notice, and say "you are on some reserve, and if you make other improvements than you have already done, the Government will not pay you for them." It often happens that statements of that kind are made by people who are not agents of the Government at all, as I believe speculators go out there, and if they fancy a particular lot they do all they can to alarm the settlers and prevent them from making improvements. A case of the kind has come under my own observation within the past fortnight, and the settler in question came here, from the neighborhood of Moose Jaw, to see the officers of the Department about it. He said that parties went there and told him he would be turned off his land, and that he would not be paid for his improvements. He is a man with two or three sons, and he was naturally somewhat alarmed. I asked him who those persons were, and whether they were officers of the Department. He said they were not, and I then asked him why he paid any attention to what was said. "Well," he said, "I was much frightened." And that is the way settlers are often alarmed, and complaints arise in consequence—the blame being attached to the Department. Town sites have been reserved; at Regina for instance, at Moose Jaw, and at other places, but the persons who went on those lands so reserved, in good faith and in ignorance of the intention to make those reserves, will not suffer. The Land Commissioner at Winnipeg was instructed by me some time ago to visit Regina and enquire into the case of every man on the town site who was in the reserved line, and to report upon each claim. In the case of those who went on in perfect ignorance of the intention to make reserves there—in advance of the reserve being decided upon—they would be entitled to, and shall receive, the greatest consideration from the Government. Even those who went on there after the reserve was made—the speculators—even they

will be considered. The hon. gentleman spoke of an employe of the Government at Prince Albert, who, it was alleged, offered to obtain a patent for a money consideration. I understood the hon. gentleman to say that, and some such charge was made against a subordinate officer there, and a somewhat strong *prima facie* case was made out. He was immediately suspended, and an officer was sent to enquire into his case. The result of that enquiry is, that while there was, no doubt, indiscretion on the part of the officer in question, it is very doubtful whether there was any evil intention, or whether he was guilty of any actual wrong doing. There was, however, unquestionably, indiscretion, and my action in the case—inasmuch as there was indiscretion, and as his usefulness at that place was gone—was to remove him to a place where he would have less authority, and which was inferior to the one he occupied at Prince Albert. I did not, however, think he merited actual dismissal. Touching the amendment moved by the hon. gentleman from Amherst, I regret very much that he has felt it his duty to move that amendment and to press it upon the House. He has repeated what he said last night, that he had not received any good reason why the amendment should not be accepted. Well, I stated the reasons here very fully last night. To do what the hon. genleman proposes would be subversive of the homestead system, and of the principle of residence that underlies it. It is subverted to a limited extent, even by the Bill, but the provisions in that clause are calculated to afford great convenience and to be of much advantage to those whom it is intended to relieve. Nevertheless, it is an exception to the general system of homesteading. If the amendment of the hon. gentleman, however, were accepted, it would make what is now the exception the rule, and would, therefore, really be subversive of the system. I explained it so fully yesterday that I do not think it necessary to do so further at the present time. Intending homesteaders would, of course, be glad to have all the conditions which are imposed upon them by law, removed and dispensed with. The hon. gentleman says, "why should those strict provisions be enacted and enforced?" As I stated several times in the course of the debate on this Bill, these are conditions which it was considered necessary to impose upon the free granting of land. If you do not require houses to be built, and the settlers to live in them, what would the country be? It is admitted by all hon. gentlemen who have spoken that the provisions of the Bill are an improvement upon the existing law, and the object of the Government is to relax the conditions imposed upon the settler, so far as it is prudent to do so. The relaxation of the conditions, which is proposed in this Bill, being admitted, why not accept the Bill? It seems to me rather hard, when the Department of the Interior is doing all it believes can be done prudently, that further relaxations should be insisted upon, which the Government think cannot safely be enacted, and that the clause should be, practically, rejected. The Department of the Interior is charged with the administration in that country, and we have to do what we believe to be most in the public interest. I can assure the hon. gentleman that that is the subject of all their waking hours—to give that country the benefit of every relaxation which they believe can be conceded, with due regard for the interests of that country, and of the Dominion at large. Now, why not accept this? If similar provisions can be extended, it would be possible at a future time to do so; but the effect of carrying this amendment (I must tell the House frankly) will be to prevent the Bill being passed into law. I do not say that in any spirit except that of the utmost frankness, which I owe to the House, that they may know exactly the view taken of it by the Government. I hope the House will not adopt the amendment, and thereby prevent the relaxations being granted to the country, which are proposed by the Bill as it stands. I do not think I ever remember seeing such a course pursued where a great concession has been made. The result of that course, on the present occasion, will be to prevent the relaxations being granted—as they cannot safely be made at present—and I hope the House will not insist upon the amendment.

HON. MR. WARK—I did not expect to make any further remarks upon this subject, because I was in hopes that the Min-

ister of the Interior would accept the amendment; more particularly after the strong case which was made out in favor of it by my hon. friend opposite. It is very proper of the Minister to make the relaxations which are incorporated in the Bill, but why not extend them? Suppose, for instance, that a young man is looking for a farm, who has no relations in the North-West—a steady, industrious young man, who wishes to take up land—and he hires with a neighboring farmer. After a time his employer says to him: "Now, I owe you some wages; you can take my team, select your homestead, and plough your ten acres. I will give you the team at a reasonable rate, and when you are done ploughing come back from your location and you will still have employment from me." That is the position in which a young man would stand, who had no relatives there; yet, under the Bill, he could not take advantage of such an offer, as he must not go away from his homestead except for a very limited time; perhaps when he cannot get work. But, take the case of another young man, who is living with his father. He takes his father's team, goes to his farm, breaks up his land, and then comes back to his father. Why, I ask, should the young man who has no relatives there, be prevented from going back from his farm and earning wages, and thus be placed in a worse position than the one whose father lives in that country? Under the Bill as it stands, the stranger is not allowed to leave his land, except for a limited time, but if the amendment should pass, both these young men would be placed on an equal footing. For my part I do not see why a young man should not hire out, and so earn money which would be useful to him when the time came for taking out his patent, and if he were allowed to use his employer's team for various purposes of cultivation and for taking off his crop, he might then go back to his employer, and be earning money, while perhaps another crop was growing. The result would probably be that at the expiration of the three years, he might have built his house, and earned enough to get a very fair amount of stock, while his property would be secured. I do not see why that young man should be compelled to put up a shanty where no others live, to cook for himself for six months in the year, and to live a lonely existence, when perhaps he does not require to be there for more than three months, and during the rest of the time might be earning wages. And he is placed in that difficult position just because he has no relative in that country. He may be anxious to get work, but if he leaves his farm he forfeits his title to the land. The explanations given by the Minister of the Interior in reply to my hon. friend from Halifax, certainly did not satisfy me. The danger is supposed to be that speculators would take hold of the land, but how could they do so? Supposing that a speculator wanted five square miles of land—a little over 3000 acres—he would have to get 10 agents to go and enter homesteads; he would have to plough up 10 acres on each of those homesteads the 1st year, then he would have to provide for the ploughing up of 15 acres the next year, and all the other conditions of settlement would have to be complied with, before he could secure that 3000 acres; while he would have to place himself in the power of each of those 10 agents, and wait until they had each got out his patent, before he could purchase them,—besides having to pay all the expense of having the prescribed conditions fulfilled. Therefore it will be seen how difficult it is, under the present regulations, for a speculator to get hold of 3000 acres, even if residence were not required at all. I do not believe anyone could do it. I have seen a good deal of the practical difficulty attending settlements in a new country. I can remember the conditions that obtained in New Brunswick, but a far better policy was adopted there, for, if a man made any improvements at all upon property, it could not be sold unless the purchaser paid for the improvements, and whatever was received for them was handed over to the man who made them. As I said before I do not think that any young man going as a stranger into the North-West, without relatives there, should be placed at any disadvantage as compared with the son of a farmer living in that country.

HON. MR. ALLAN—I regret very much to find, from the remarks which have fallen from the Minister of the Interior, that he has not seen any reason to

change his views in regard to the amendment that has been proposed to be made to this clause of the Bill. But I regret still more to learn from him that, if that amendment should carry, he should consider it his duty to withdraw the Bill. I do not question at all the fact that a member of the Government having charge of a Bill of this kind, has an undoubted right to withdraw it, if he thinks best; because if he considers that an amendment like this will operate injuriously upon the administration of his department of course he is perfectly justified in withdrawing the Bill. But it just has this effect, that of course it places those of us who desire to see a change made in a direction which we think very much for the benefit of settlers in the North-West in a position where we must choose one of two alternatives. Either we must vote for the amendment to the clause, knowing that the result will be the entire withdrawal of the Bill, for another year at all events, and the loss to settlers of improvements in the law which we consider will be a great boon to the people of that country; or, we must set aside our convictions, and not vote for the amendment. However, I stated last night that I would infinitely prefer half a loaf to no bread, and that I should prefer to see the Bill carried with the present clause in it, rather than have no Bill at all—and I shall vote accordingly. I must say I cannot but think that the language which has fallen from some hon. gentlemen in respect to the administration of affairs in the North-West —particularly as regards agents—has been a little overdrawn. As I said just now to an hon. gentleman whom I do not see in his place, I think it is a pity that statements should be made on the floor of this House without the fullest particulars being given as to the names of the parties, so that we will be enabled to judge whether the statements are really authentic, or simply made from hearsay. I think every hon. gentleman will agree with me that, in the settlement of so vast a country, it is almost unavoidable that cases of hardship will occur, and it is very difficult to get such agents as are desirable, to carry out the instructions or duties committed to them. Therefore I think some allowance ought to be made for them. I am quite sure that this House will feel there is no member of the Government or of the Senate, who is more desirous that the Department of the Interior should be administered with the utmost regard to the rights of settlers in every way, than the hon. Minister who has charge of those matters at the present time. Still I repeat that I very much regret he should feel it his duty—if this amendment should carry—to withdraw the Bill. I should infinitely have preferred to see the Bill passed through this House with the amendment, and though I have listened to every argument used by the hon. Minister as to why this thing cannot be done without great disadvantage, I am yet unable—it may be because of my own dullness—to see why the amendment should be refused. At the same time I shall feel it my duty to vote for the Bill as it reads, rather than have no Bill at all.

HON. MR. HAYTHORNE—I shall not again express my opinion with respect to this particular clause, as I do not think it necessary to argue it at any great length. I rise chiefly for the purpose of calling the attention of the Minister to the case of this gentleman from Prince Edward Island —Mr Mackay—and I would ask if he will cause full enquiry to be made into the details of the case, and take measures to see that justice is done. It will be a further gratification to myself and to everyone coming from that Province—as this person probably has relations and friends residing there—if we can state on our return to our home that the case is under the consideration of the Government Whatever course the Minister may think it necessary to take with regard to withdrawing this Bill—which I hope he will not do—I trust he will have no hesitation in saying, without any reservation at all, that he will cause Mr. Mackay's case to be fully investigated, and if the circumstances shew he has been dealt hardly with, that the Minister will see him properly indemnified.

HON. MR. MACPHERSON—I shall certainly have the case fully enquired into, and I am further able to say that since I answered the hon. gentleman from Ottawa, I have found that the case arose in the way I suppose,—that is, by the settler taking possession of the land before the survey was completed. The hon. gentle-

man from Ottawa said that could not well be, because the man gave him the number of his lot, and I replied that he might have obtained the number of the grant from the surveyor on the ground; and he could also very well obtain it from the posts marking the boundaries of his lot. These are planted by the surveyor when he is making his survey, but that is not the end of the survey by any means. The surveyor makes his return, and while he is doing that, his survey is examined and inspected by a competent inspector,—because it is of importance that these surveys should be correct. The survey then has to be confirmed by the Surveyor General, and the plans prepared and lithographed and sent out to the land agent. All that has to be done before the settler can obtain entry, but his time is running on all the while, and is counted, and he gets his patent from the time that he settled upon the land, and not from the time that he has entered for the homestead. I shall take care to have that case inquired into, and I am quite sure that no settler will find he has anything to complain of.

Hon. Mr. VIDAL—If any doubt remained upon my mind as to the propriety of supporting the amendment of the hon. gentleman from Amherst, that doubt would have been entirely dissipated by the closing remarks of the Minister of the Interior. I cannot understand why the House should receive such treatment at his hands, as to be told that if they insisted upon what in their judgment was a right and proper thing, the Bill would be withdrawn. To my mind, that is dictation to the House, and is giving the Senate no opportunity whatever, to exercise its judgment upon this particular point, and upon the propriety of having this Bill, in its present shape, placed upon the Statute Book. What is this House for? Is it not for the purpose of bringing its united judgment to bear upon the matters submitted to it, in order to make them as perfect as possible? Is it so that this House is composed so largely of those who support the Administration, and is it so largely pleased with the manner in which the Department of the Interior, specially, has been managed, that we must place unlimited confidence in the hon. gentleman at the head of the Department? Even if he cannot regard this House as friendly in its criticism upon his Bill, and as desiring to improve it, he cannot think that the members of this House can bring a proper amount of intelligence to bear upon the measure, (though in a multitude of counsellors there should be wisdom) but that all that knowledge is within the precints of the Council Chamber. The fact remains that it is our right and our bounden duty as Senators, to bring our own individual judgment to bear upon a question of this kind when it is submitted to us. I must say the answers that have been given to the objections made to the Bill, have not satisfied me in the slightest degree, and I do not think that the question proposed by the hon. member from Halifax, and which was repeated a few moments ago by the hon. gentleman from Ottawa, has been answered at all. The great objection is as to the partial manner in which young men, differently situated, are treated in the Bill, and how has it been answered? Substantially, because to a certain extent it will interfere with the policy of the Department with reference to settlement, but is it not entirely subverted by the very clause in the Bill? It is considered wise to do it to a certain extent, and it seems only proper that the House should express its opinion as to the limit by which that arrangement shall be bound. That is the whole question, and I must candidly confess that, while I have listened with the most earnest and careful attention, and with the desire to support the hon. gentleman in this measure, yet I am not at all satisfied with any of the arguments which have been brought forward to shew that the House should not make this amendment to the Bill. I am not sufficiently acquainted with the rules here, it appears, because I did not think it was possible that a Bill could be withdrawn, even if it were desired, at the stage at which this Bill has arrived. I know that a few years ago, when the member from Halifax spoiled a Bill which I introduced, I was not allowed to withdraw it, though I wished very earnestly to do so.

Hon. Mr. ALMON—You tried to do it.

Hon. Mr. VIDAL—I tried to do so

very earnestly, but was not allowed to withdraw it, and why should there be any difference in our rules, whether a Bill is introduced by a private member or by a member of the Government? I do not think there should be any difference, and if it was not lawful or proper for me to withdraw my Bill, I do not think it is lawful or proper for the Minister's Bill to be withdrawn. However, I suppose it is not a matter of opinion but a matter of right and law; but with the feeling I have on the subject I must say that, so far from coinciding in the views of the hon. gentleman from Toronto, and being satisfied with half a loaf rather than no bread at all, I think I will put the responsibility upon the Government of giving no bread. I would quite confidently go to the country with that question, and would tell the people that the Bill was withdrawn because the Senate wished to make the relaxation go a little further than the Government proposed.

That, I think, is the view which will be taken of it by the country, and I hope the House will insist upon its right, and will fulfil its duty in trying to make this Bill practical in securing fully all that is decided to be secured by those rules which are connected with the homesteading in the North-West. If it jeopardized any of them I would not advocate it, but I believe it will not interfere in the least with them,—and I do deeply regret that the Minister has not seen it to be his duty and interest to fall in with what I believe to be the general wish of the House.

Hon. Mr. MACPHERSON—I was very careful to guard what I said with respect to the passing of the Bill, to avoid anything that could savor in the slightest degree of dictation. Nothing could be more absurd than that I should say anything in that sense. I said, in a spirit of frankness, to the House that the Bill would not be passed into law with the amendment of the hon. gentleman. I said nothing about withdrawing the Bill here to-day; whether that will be done or not, I said nothing about it,but I just made the statement that I have now repeated.

Hon. Mr. PLUMB—Before the vote is taken I feel it due to myself and to the House to say a few words on the subject. When the Bill first came up for discussion, without having any fixed ideas as to how, in what respect, and how far the Bill should be enlarged, I took the ground which I found was taken by many hon. members, and which I found was in accordance with the desire of the House, that there should be some further extension of what was, of course, viewed by those gentlemen who are in accord with the hon. gentleman who introduced the Bill, as a step in the right direction. I had no idea at that time that the propositions which were made here would not be met in a cordial spirit by the hon. gentleman who has charge of the Department; nor did I suppose for one moment that we were proposing anything which was subversive of the general rules, and principles which govern the administration of his Department. I fail yet to see that any proposition which has been made in the direction of extending or making somewhat more liberal what is a concession in the Bill, is likely to be subversive of the homestead principle. In the course of the discussion to-day, I regret exceedingly that much extraneous matter has been introduced, and I feel it my duty, before casting my vote, to say that I entirely repudiate, and am utterly out of accord with those hon. gentlemen who have sought this occasion to make an attack upon the present Administration, and particularly upon the administration of the Department of the Interior. I venture to say, and I challenge anyone to dispute fairly the utterance which I am about to make, that a very large improvement in the administration of the affairs of the North-West, has characterized the accession of the present Government to power. More liberal concessions have been made; more liberty has been given to the settler; and it may also be stated without fear of contradiction, that this Government has made the settlement of the North-West possible, by its vigorous policy in respect to the construction of the great railway which is to benefit the settlers and which is finally to make access to that country much easier, and to give much larger value to the lands of the settlers. I do not myself believe in the assertion that there is to be found any advantage in a change from the North-West to the country that is alongside of us. I was surprised to hear the hon.

leader of the Opposition suggest that the State which borders on the south of Manitoba and part of the North-West Territory, offers greater advantages to settlers, and that the settlers who had been tyrannized over by our imperfect laws went to Dakota for relief as a freer country, and as a country which could afford them greater advantages than are offered under our laws. I have had occasion to examine those laws, and I have published in parallel columns the advantages of those laws as compared with ours, and I have shown that in every respect ours are vastly superior. The settler in Dakota can only get 80 acres of land. He cannot get any homestead; he cannot get any pre emption; he cannot get any second homestead, and he has to reside there five years before he can get his title, and wherever he goes he finds himself forestalled by railway grants, and those who have gone in and possessed the land by frauds so great that Mr. MacFarlane, United States Commissioner, has advised Congress that it is better to withdraw the pre-emption laws altogether and make much more stringent the laws with regard to actual settlement. That is the condition of things in the United States, and I feel the greatest reluctance, even under the strongest convictions (convictions which compel me to act from a sense of duty) to support the amendment of my hon. friend lest it might be supposed for a moment that I am endorsing the statements made derogatory to the present administration of the Department of the Interior, or the general policy of the Government, in the North-West. In that it has my earnest and firmest support; in that it has, and always has had my earnest wish in every way to facilitate it, and if I felt for one moment that what I am about to do would prove a cause of serious embarrassment—if I felt that it would in any way be an injury to the cause which I have most at heart, the desire to protect and improve the condition of the pioneers who are going into that country to struggle, many of them against penury and great difficulty, I certainly should not consider myself justified in supporting the amendment. I do so with reluctance. I hope that my hon. friend may see his way towards making some slight concession, which would be a further step in the direction which he has logically taken already. I am sure that his own personal desire is to meet the wishes of this House. I know that his personal desire would be to meet the wishes of those of his friends who have always been his cordial and earnest supporters; but I regret that I have not been able to see in any of the explanations which have been made, any sufficient reason for refusing to grant what seems to be the unanimous request of this House. But I wish, before I sit down, to bear witness to the unwearied assiduity with which my hon. friend has fulfilled his duties as Minister of the Interior. I believe that no man who has held a public office in this country has devoted more time to the public service, and has given up his own affairs more fully to do so, than the hon. gentleman who administers that Department. How far departmental pride, and—I don't know exactly what name to give it, but the desire, perhaps, to carry the principles and rules of the Department out fully—influences him in this case, I do not pretend to say, but I believe that he must feel a strong conviction that that which we are proposing by this amendment is incompatible with what he considers the best interests of the country whose affairs he is administering. Unfortunately, we cannot, however much we may desire to do so, coincide with him in this particular instance. It is the one case in which I have differed from him in his policy, although I have had associations with him of the most intimate character, almost ever since I entered into political life. The question is one which, it seems to me, is fraught with the deepest interest, and the greatest consequences to the settlement of the North-West. There is a pause, as we all know, in the rush of emigrants westward. There have been interested parties, no doubt sometimes well meaning, and sometimes ill meaning persons, who have endeavored to prejudice the intending settler against the condition of things in the North-West. I believe that those attempts have been founded very largely in a desire to embarrass the Government, and to, in some way or other, impede the progress of the construction of the railway across the continent. There have been many influences at work. Various interests, antagonistic to the Government and to the railway enterprise, have joined together. Vast in-

terests to the south of us have, also, been affected by the rapid construction of the Canadian Pacific Railway. All these together, with a certain political animus pervading the whole, have undoubtedly exercised a malign influence upon the settlement of the country—the early settlement of which is of vast importance to our public credit, and of vast importance to tne people of the country, and of greater importance, almost, to the pioneers who have gone up in advance and have taken the initiative in settling that country. I did think, and I still think, that perhaps it would have been desirable that this concession should be granted. It has seemed to many of this body, to whose judgment I must defer, and who have had larger experience of public life than I have had, that if we err at all in this matter, an error in the way of liberality would do no harm. We are told by the hon. gentleman who, no doubt, has given it his best and most anxious thought, that it is impossible, as it now stands, to recede from the position he has taken, or to enlarge the provisions of the Bill before us. Under these circumstances, and having a strong conviction that it is desirable that those who are in that country should be relieved from the burden and expense of isolated residence, and from the painful position of solitude which it will enforce upon many, should be relieved also from the expense of immediately erecting buildings upon the lots which they may settle upon, and have the more money to provide for agricultural implements and cultivation of those lands; satisfied that the provision for improvement is one which is fully equal to the capacity of any single workman or occupant of the soil; feeling that the requirements are apparently ample to insure that the man who goes on there shall work the land in good faith; knowing that, as a settler, after he gets his patent by residence, that he will be able to sell out at the end of three years if he does not want to stay there; feeling confident that you cannot force people to remain in that country if they do not want to; feeling also that when a man sells his homestead he will be the pioneer of another, and that somebody will take his place and his improvements and buy them; feeling, also, quite satisfied that in the greater number of cases if a man sells out his betterments he will not be more than fairly compensated for his time and labor; not supposing for a moment that a man is going to stay there for three years to get his land with the intention of then selling out and putting his fortune in his pocket, and come back here to live in luxury the rest of his life—feeling all these things, I am constrained to vote for the amendment, but I considered it was due to myself and to the House, before doing so, to state the grounds on which I vote for it, and to say that I have no sympathy with any one who has taken this occasion to make an attack upon the Government, or upon the administration of the Department which is peculiarly, and particularly, and immediately affected by this Bill.

Hon. Mr. ALMON—I did not intend to say anything on this subject, because, as I said before, it is one with which I am unacquainted. I have never read the laws of Dakota, which it is necessary to do, and to understand them, before we can compare them with our own. We know how our laws are framed and how they operate. I cannot accuse myself of being a servile follower of any party. I voted against the hon. gentleman in the earlier part of this session, and I intend to vote against him again, please God, when the Scott Act comes up for third reading. But I think there are some things that we should allow a Minister to do. The Minister of the Interior has brought in a Bill which, it is confessed by everybody who has spoken of it, is a step in the right direction. You say "go further." He says "I cannot go further." You ask him "why can't you? Have you some reason for it," but he does not choose to tell us. Perhaps he does not think it would pass in the Lower House; perhaps he does not think it will pass in a meeting of his colleagues: that is a mere supposition of my own, but it is perfectly possible. If I go to my lawyer to consult him and tell him the step that I wish to take, if he advise me that it will not be prudent, and I insist on it, he will say "if you can trust the Judge and Jury then I give in." I think that I would not be a true supporter of the present Government, nor would those around me who pretend to support them, if we cannot have confidence enough in the Minister, when he brings in a Bill and when they wish him

to go further and he says "no, I do not think it is prudent to ask me to do more than I have done," to accept his assurance, and press him no further. Therefore I shall vote against the amendment of my hon. friend from Amherst with whom I am usually in accord, but in this instance I cannot agree with him.

HON. MR. DICKEY—The House will expect a word or two from me before the amendment is put. I am charged by the Minister of the Interior with producing an amendment here that is subversive of the homestead principle. Now, I think that is wholly unwarranted, because there is not a line in the amendment, nor is there anything struck out by the amendment, which will justify that statement. The principle of residence is still there, and it is simply affording the same protection as to residence to persons under other circumstances, but standing in the same position, as settlers and homesteaders have. The principle of being obliged to build a house upon the homestead and reside in it for three months before the patent is applied for, is there also; and, lest there should be any misunderstanding as to the effect of this amendment, I will read it to the House so that every hon. gentleman will understand it.

HON. MR. MACPHERSON—The hon. gentleman's amendment will separate the homesteader 12 miles from his farm if he chooses to go that distance.

HON. MR. DICKEY—Does not the Bill itself give that already? The only words struck out of the clause are those which confine that residence to the township or to the adjacent township with the relatives named in the Bill. The principle of residence is there; the requirements of residence are there, besides the cultivation, and the only words I propose to strike out are from the word "resident" on line 26, to the end of line 27. The only reason that has been given why this amendment should not be adopted, is that the Department thinks it ought not to pass. That is no answer; it is no reason. We want to know the reason why he thinks so, but he will not give it, and my hon. friend whose loyalty to the Minister, and loyalty to his chief compels him to shape his course somewhat different, is compelled to say he has heard no reason why this amendment should not be adopted. My hon. friend stated that if the amendment is carried, as I understood him, he will feel it his duty to withdraw his Bill. He says now that what he intended to say was that the Bill should not become law. I should like to know what difference there is between the two. In either case, to my mind, standing here as a person who is prepared to give an independent consideration to every Bill, it sounded like a threat. I do not wish to say anything offensive, but that was the impression naturally left on my mind. No one disputes the power of the Government, if they do not like their Bill when they see it amended, to withdraw it. My hon. friend from Sarnia on a former occasion, some three or four years ago, when the majority of the House differed from him on the Canada Temperance Act Amendment Bill, which he had in charge, and which was originally a Government measure, said, after the amendment had been carried, that under the circumstances he could not expect to go on with the Bill. My hon. friend had a perfect right to say so, and if the Minister of the Interior had waited until the House had decided this question, and then said that after the decision of the House the Bill was of no use to him, it would have been perfectly right, and, I might add, it would have been only respectful to the House. I may say that in my long Parliamentary experience I never heard from any Minister, or from any member in charge of a Bill, "if you venture to put an amendment into that Bill such as you suggest, I will drop the Bill, or it will never pass into law." If the effect of my hon. friend's assertion on that point is to defeat this amendment and prevent what I deem to be an improvement upon his own Bill, why, upon him and upon the Government must rest the responsibility.

Certainly it will not rest upon us who desire it, and the Government will have to explain to the country the reason why, at the critical moment, when they had it in their power to remove these burning causes of discontent with regard to that point, and leave the parties to ventilate their grievances upon others as best they may, (and I

doubt if there are any gievances of a serious character) he refused to do so. If he would accept the amendment the message could be sent across the sea that those regulations had been relaxed in this direction and it would have an immense effect in counteracting the unfortunate and injurious effects of the action taken by those people in getting up that agitation, and in stopping the current of immigration at this moment. I have had letters from Winnipeg to-day to say that even the employees of the Pacific Railway Company are being discharged by the dozen at this very moment, notwithstanding the recent loan of $30,000,000. Operations as to trade and as to the flow of immigration are paralyzed, and the hon. gentleman will not lift a hand to give relief to the people of the North-West or those who desire to go to that country. I for one shall not share that responsibility. If my hon. friend thinks he has the power to dictate to this House so that they must pass this clause *nolens volens*, let him do so; let the gentlemen who choose to vote for it take the responsibility, but for myself I choose to take an independent course and give such a vote as I think the circumstances require, and if the amendments should be adopted and the Bill as amended should be passed it will be one of the most cheering messages sent to the North-West for many a day.

Hon. Mr. MACPHERSON—The hon. gentleman has pursued a very unfair line of argument towards me, with a view of strengthening the chances of carrying his amendment. After explaining, in consequence of a remark made by an hon. gentleman behind me, that I had no intention, and that there was no room for supposing that I had any intention to dictate to the House, I cannot see how any one could suppose that I meant anything of the kind. After that explanation, for the hon. gentleman to speak in the way he did, was exceedingly unfair, and I am sure such must be the opinion of the House. My object was this: I thought it due, in frankness, to the House, to tell them that, if the amendment was adopted, the Bill, I feared, would not be carried into law. That was for the purpose of informing the House as to the effect of it. I was not speaking for myself alone, and I thought if the hon. gentleman's amendment should be carried, and the Bill fail to become law, some of my friends here might say to me hereafter, "You should have told us what the effect would be; you knew it at the time; you should have told us," and I think they might fairly have made that charge if I had not stated what I believed to be the result. Nothing could have been further from my intention than to utter a word in the spirit of dictation. As I said before, such a thing would be absurd in any case. The House is not to be dictated to; it will do what it thinks right and it is my duty to say in time, what I believe would be the effect of taking a certain course. That is what I did, and nothing more.

The hon. gentleman further repeats that he has heard no reason, no argument against his amendment; well, argument is very apt not to reach unwilling ears. I tell the hon. gentleman that the effect of this amendment would be subversive of the homestead principle which is the principle that has been carefully laid down and guarded by Parliament. I tell him that what is proposed by the Bill here is an invasion of that principle, but to that extent it was thought it might be safely admitted, but beyond that it would not be safe to carry it at present. The amendment of the hon. gentleman would allow a settler to live 12 miles from his homestead.

Hon. Mr. DICKEY—So would the clause.

Hon. Mr. MACPHERSON—But under the clause it would be members of a family living together, who could be easily traced. In the case of young men, of whom so much has been said, but who are not the large number who take up homesteads, it would be very difficult, if not impossible, to trace them. There are homestead inspectors; their duties are to visit the homesteads, and to see the homesteaders there. They visit the homesteads, and perhaps find some men working at the place, and ask where the owner is: "Oh, he is living at such and such a place, ten or twelve miles from here." Would that be a reasonable policy to adopt? I think it would not. I think it is a good reason why the amendment should not be adopted.

HON. MR. POWER—Suppose the answer were "he is living with his father, twelve miles from here."

HON. MR. MACPHERSON—The inspector, probably, would not then have to make the enquiries: he would know they were living together.

HON. MR. HOWLAN—There seems to be a disposition on the part of the House to amend the Bill, and it seems that the opinion of the Government is, that the Bill goes far enough. Whilst every hon. gentleman has a right to express his view with respect to the amendment and to the Bill, there is a certain responsibility thrown on a member of the Government, from the fact that he occupies a position at the Council Board; in this instance, he has control of one of the largest Departments of the Government. I do not rise to make a long speech; but it seemed to me the proper course would be to adjourn the debate, with a view to having the views of hon. gentlemen met. This is not the most opportune time, after the discussion that has taken place, to vote upon the amendment. I am satisfied that the hon. gentleman who has moved the amendment has done so in the best interests of the country, and that he is influenced by patriotic motives; at the same time the Government, which is a paternal one, has in view the interests of the country also, and looking at it from that standpoint, I may say that I believe the hon. member from Sarnia and others are in the same category. I therefore move that the debate be adjourned until to-morrow.

HON. SIR ALEX. CAMPBELL—There can be no reason why the debate should not be adjourned. Hon. gentlemen see the position, and I think it is far better that the further consideration of the Bill should be postponed until to-morrow, when we can approach it perhaps in some better way, which would have the effect of preventing any injurious results.

HON. MR. FLINT—My reason for seconding the motion to adjourn the debate was, that it would give some time to see if something could be done to harmonize this matter. These are the views I hold in reference to it. As the Bill is at present, I cannot vote for it; I would vote for the amendment, and I trust that the Minister of the Interior will confer with the hon. member from Amherst, and others, on this subject, and see if something cannot be done to place the Bill in a more workable shape.

HON. MR. KAULBACH—If that is the object of the Government, I am in favor of the motion; but, if not, I should prefer to have a vote taken now on the amendment.

The motion was agreed to.

MASTERS, MATES AND SEAMEN'S BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (116) "An Act to amend 'An Act respecting certificates to Masters and Mates of Ships,' and 'The Seamen's Act, 1873.'" He said: This Bill is intended to meet a difficulty which experience has shown to exist in the present law relating to Masters and Mates. The present law, as I understand it, requires Masters and Mates to be examined if they command vessels trading and going to sea, and the vessels are 150 tons or upwards. With reference to coasting vessels running to adjacent ports in the United States, the examination is only required if the vessel is equal to or exceeds 100 tons. It has been found that great safety and advantages are derived from the Masters and Mates of these vessels being subjected to this kind of examination. It is proposed that the same rule which now applies to coasting vessels shall apply to vessels running to the West Indies and other places, and that the Masters and Mates of them shall be subject to examination.

HON. MR. KAULBACH—Did I understand the Minister to say that this applies to all vessels over 100 tons—that they shall have a certificate if they go to foreign ports?

HON. SIR ALEX. CAMPBELL—Wherever they go.

HON. MR. KAULBACH—If they go fishing?

HON. SIR ALEX. CAMPBELL—That is the way I understand it.

HON. MR. KAULBACH—I think all fishing vessels are exempt under the existing law.

HON. SIR ALEX. CAMPBELL—It does not alter the law relating to fishing vessels.

The motion was agreed to and the Bill was read the second time.

DUTIES OF JUSTICES OF THE PEACE OUT OF SESSIONS BILL.

SECOND READING

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (I) "An Act to amend an Act respecting the duties of Justices of the Peace out of sessions in relation to summary convictions and orders." He said: In addition to the ordinary counties into which Ontario is divided there are certain districts, such as Muskoka and Algoma, in which, it seems, there is no provision now which can be availed of for the purpose of hearing appeals from the decisions of magistrates who may have had cases before them. In other parts of the Province the appeal lies to the general sessions of the peace, but there are no general sessions of the peace in those districts, and this Bill is to provide for such an appeal.

The motion was agreed to and the Bill was read the second time.

MARITIME BANK BILL.

SECOND READING.

HON. MR. BOTSFORD moved the second reading of Bill (66), "An Act to reduce the capital stock of the Maritime Bank of the Dominion of Canada, and to make other provisions respecting the said Bank.

The motion was agreed to, and the Bill was read the second time.

HAMILTON & NORTH-WESTERN RAILWAY COMPANY'S BILL.

REFERRED BACK TO COMMITTEE.

HON. MR. HOWLAN moved that the 19th report of the Committee on Standing Orders and Private Bills on Bill ( ), "An Act respecting the Hamilton and North-Western Railway Company, be referred back to the Committee.

HON. MR. POWER asked for an explanation.

HON. MR. HOWLAN explained that it was simply to insert in the report, a recommendation that one of the rules of the House be suspended.

The motion was agreed to.

At six o'clock the Speaker left the Chair.

After Recess.

CUSTOMS ACT, 1883, AMENDMENT BILL.

REPORTED FROM COMMITTEE.

HON. MR. MACPHERSON moved that the House resolve itself into a Committee of the Whole on Bill (123), "An Act to amend the Customs Act, 1883."

The motion was agreed to.

HON. MR. ODELL, from the Committee, reported the Bill with an amendment.

The amendment was concurred in and the Bill was ordered for third reading tomorrow.

VANCOUVER ISLAND RAILWAY AND GRAVING DOCK BILL.

REPORTED FROM COMMITTEE.

HON. SIR ALEX. CAMPBELL moved that the House resolve itself into a Committee of the Whole on Bill (126), "An Act respecting an arrangement with British Columbia."

In the Committee,

On the 2nd clause,

HON. MR. ALMON said he understood

the hon. member for Victoria to mention to the House, on the second reading of this Bill that it had been passed three times in the Legislature of British Columbia. He had since been told that his recollection of it was not correct, and he would like to know from the hon. gentleman if he had understood him correctly.

HON. MR. MACDONALD said that the Bill had been passed by two separate Governments in British Columbia, and three different Assemblies. If any hon. gentleman had informed the hon. member from Halifax contrary to that, he would ask the hon. gentleman from New Westminster to state to the House whether this Land Grant Bill had not been passed by two respective Governments, and by three sittings of the Assembly?

HON. MR. MCINNES said that his hon. colleague was quite right in saying that it was passed by two different Governments in British Columbia, and at three different sessions; but an hon. gentleman had asked him a day or two previously if it had not been passed by three different Parliaments, and he had distinctly said it was not. It was not passed by three different Parliaments, but it had been passed three times by the Legislature of British Columbia.

HON. MR. NELSON contended that the question had never been submitted to the people; there had never been an election on it.

HON. SIR ALEX. CAMPBELL considered that the question having been before the Legislature three times, and having been passed by them, he did not know what stronger assurance this House would require of the fact that the people of British Columbia assented to it. He found that it was passed by large majorities both on the mainland and on the Island —on the mainland by a majority of 13 to 3, and on the Island by 8 to 4.

The clause was adopted.

On the 11th clause,

HON. MR. NELSON suggested that the price per acre at which lands granted by British Columbia to Canada for the purposes of the Canadian Pacific Railway, and to be offered for sale, should be named in the Bill. In the 7th clause the lands on the Island were to be sold to settlers at the rate of $1 an acre.

HON. SIR ALEX. CAMPBELL said there might be lands which would be worth a great deal more than $1 an acre. At the mouth of the Fraser River, for instance, there was a quantity of low land which, if reclaimed by dykes, as had been suggested at one time by Hon. Mr. Smith, would be worth a great deal more than ordinary lands. It was not to be supposed that mineral lands were to be sold at $1 an acre, without reference to their actual value. The price stated had reference to the ordinary agricultural land, leaving it open to the Crown to augment that price where lands were worth very much more than that.

HON. MR. NELSON could not understand why in one case the price should be stated, and in the other the price was not stated.

HON. MR. MACDONALD explained that in one case, the lands on Vancouver Island, the proceeds of the sales were to go to the Company, and in the case of the lands in the railway belt the money was to go to the Government, who were spending large amounts of money on the Canadian Pacific Railway.

HON. MR. NELSON considered that the question of where the money was to go was not of the first importance; the great object was the settlement of the land, and there was the assurance that the lands on Vancouver Island were to be opened up for settlement at $1 an acre, while on the mainland the Government reserved to themselves the right to fix whatever price for them they thought proper. This would work disadvantageously to the mainland. They had the statement of the leader of the Government in this House that the lands on the mainland would be sold at $1 an acre; if such was the intention of the Government he did not see why the price should not be stated in the Bill.

HON. SIR ALEX. CAMPBELL said the reason was perfectly plain. The price

of the Island lands was put at $1 an acre for the purpose of inducing settlers to go there, and this Railway Company would have to take the lands subject to that provision, in the interest of settlement. With reference to the land on the mainland it was the property of the Government here, and it was not usual that the Government should be asked to stipulate that they should sell their land at a fixed price, regardless of its actual value. It was better to trust to the good faith of the Government when the statement had been made that the land was open for $1 an acre, that that price would be maintained as long as the circumstances continued as they are now; but any lands that have an abnormal value would be dealt with by the Government as they thought best in the interest of the country.

HON. MR. NELSON thought the explanation would be satisfactory to the people of British Columbia.

HON. MR. MCINNES asked if it was the intention to allow squatters who held land in and near the terminus of the Canadian Pacific Railway, and near important stations along the line to get their lands at $1 an acre.

HON. SIR ALEX. CAMPBELL said that the ordinary normal price of the lands would be $1 an acre, but in exceptional cases the Crown would charge more.

On the 12th clause,

HON. MR. WARK contended that the lands in the Peace River District, of British Columbia, which were to be handed over to the Dominion, should be defined more clearly than by merely stating they were to be three and one half millions acres of lands in one rectangular block. Under that definition it might be something very near a square, or something of a great length and very narrow width.

HON. SIR ALEX. CAMPBELL did not anticipate any difficulty on that score as his hon. friend would see that the lands were to be selected by the Government of Canada, and they would fix the outlines, so that there was that safeguard that the interests of the Dominion would be protected.

The clause was agreed to.

On the 14th clause,

HON. SIR ALEX. CAMPBELL said that a suggestion had been made that until the boundary line between British Columbia and the North-West was finally settled and located they should give courts of law and equity in British Columbia civil and criminal jurisdiction up to a certain line laid down on the map by Mr. Trutch. On examination it was found that Mr. Trutch's map did not carry the line up to the full northern limit of the Province, and he, therefore, proposed to strike out all the words after "territory" in line 13 to the word "and" in line 16, and insert "west of the line laid down in Trutch's map of 1871, as the eastern boundary of the Province, and the continuation of that line along the 120th meridian of west longitude until it reaches the northern boundary of the Province."

The amendment was agreed to.

HON. MR. WARK enquired if there was any provision in the agreement with this Railway Company, to prevent them, after getting possession of all those coal mines, from carrying the coal away as they raised it and refusing to sell to the Imperial or the Dominion Governments, on the plea that they had no coal to sell.

HON. SIR. ALEX. CAMPBELL said there was not; they would only have to trust to the inducement that men had to make money out of their property, to produce the coal, and if they did produce it that they would sell to the Canadian Pacific Railway Company and all other railway companies on the same terms they would to outsiders. It by no means followed that those lands were of a very valuable character or that large fortunes were likely to be made out of them—and as has been said, there were other lands where coal was to be found. If good coal were found it would be mined and sold to consumers, but it should be remembered that the deposit of coal which had been most successfully worked belonged to Mr. Dunsmuir, and not to the Company. Opposition might naturally be expected in other parts of the country, and those men could not be told that they should sell their coal at a certain price. The Canadian Pacific Railway Co. had an opportunity for several years of doing what Mr. Dunsmuir

and his associates were now doing, but they declined, as there were lots of other coal fields and they did not think it necessary. He moved that the Committee rise and report the Bill as amended.

HON. MR. MONTGOMERY, from the Committee, reported the Bill as amended.

HON. SIR. ALEX. CAMPBELL move that the amendment be concurred in.

The motion was agreed to.

HON. SIR ALEX. CAMPBELL moved the third reading of the Bill.

The motion was agreed to, and the Bill was read the third time and passed.

DOMINION AND NOVA SCOTIA GOVERNMENT AGREEMENT BILL.

THIRD READING.

The House resolved itself into a Committee of the Whole on Bill (125), "An Act for giving effect to an agreement therein mentioned, between the Government of the Dominion and that of Nova Scotia."

HON. MR. GIRARD, from the Committee, reported the Bill without any amendment.

HON. SIR ALEX. CAMPBELL moved that the Bill be read the third time.

The motion was agreed to, and the Bill was read the third time and passed.

TEMPERANCE ACT AMENDMENT BILL.

IN COMMITTEE.

HON. MR. MACPHERSON moved that the House resolve itself into a Committee of the Whole on Bill (C), "An Act to amend The Canada Temperance Act, 1878."

HON. MR. DICKEY—Before the House goes into Committee on this Bill, I would ask whether it is intended to proceed with it to-night, as it is of considerable importance.

HON. MR. MACPHERSON—It is my intention to proceed with it to-night. On two or three occasions the hon. gentleman has asked to have this Bill postponed, and I did postpone it in deference to his wishes, without any very strong, or as I thought sufficient cause; and I do not feel at liberty to postpone it any longer. The Bill has been a very long time upon the orders, and I now move that it be committed to a Committee of the Whole House.

HON. MR. DICKEY—Before His Honor the Speaker leaves the Chair, I desire to make a few observations in reply to some statements made by the hon. gentleman from Ottawa, and also some remarks which have fallen from the hon. gentleman from Sarnia. In that connection my hon. friend from Sarnia referred to the course that was taken in the year 1880, when a former Bill, promoted by himself, was before this House, and on that occasion, just after the third reading and before the Bill was finally disposed of, an amendment came up from another place, to the effect that this Act should not go into force until a majority of the whole body of electors in the county where it was suggested to be introduced voted for it. On that occasion the hon. gentleman from Sarnia spoke something in this way: That he was very indignant, and that the House of Commons in the year 1880 did not represent the people on this question, but that if the people were given a chance to pronounce upon it, the next session would bring petitions by the thousands, signed by hundreds of thousands of the electors, asking Parliament to go on with this Act as it stood, etc., etc. Now, this was very strong language; in fact it was what would commonly be called very "tall talk" on the part of my hon. friend, but I failed to hear the voices of those thousands of people, who were about to speak in thunder tones in condemnation of the action of the House of Commons, and afterwards of the Senate, in adopting that amendment.

HON. MR. VIDAL—The Senate rejected it and the people were satisfied.

HON. MR. DICKEY—Well, my point is that the hon. gentleman was condemning the action of the other branch of

Parliament, and he then stated that if the Senate would reject the amendment and give the people a chance to speak, they would do so by thousands. I merely refer to this for the purpose of showing that it is quite possible to be—as I apprehend my hon. friend sometimes is—a little intemperate about this question of temperance. Now, the hon. gentleman from Ottawa was pleased to speak very sharply about the course which I had taken in this matter. He attacked me, because he said I was opposing the voice of the people in my own county.

HON. MR. SCOTT—Hear, hear.

HON. MR. DICKEY—My hon. friend says "hear, hear," but I will tell him presently what the voice of the people was in that county and why it was that the Act was adopted by the electors of that county. But I will first ask him why it was that in a county having, as he contends, such a controlling temperance sentiment—as he is pleased to call it, but which I prefer to call a prohibition sentiment—why it was that in a county like that the long period of nearly six years was allowed to elapse before that Act was submitted to the people? I will tell him the reason for it: it is because a great many enthusiastic and sincere temperance men whom I know, and whose characters I respect, were of opinion that it would not be in the true interest of temperance to submit that Act to the electors, and it consequently remained in abeyance until an agitation was got up, and ultimately the opinions of those gentlemen were overborne—naturally enough—by the force of the aggressive party, and the Act was submitted to the people. Speaking of this I may as well say first as last, that the Act only received the assent of one-third of the whole vote of the electors in that county.

HON. MR. SCOTT—What proportion dissented?

HON. MR. DICKEY—I will tell the hon. gentlemen how many, if he will only be a little more patient. I will only quote the action of the people in other counties in the Province, but before I go further, I wish to speak a word as to the people who oppose these Acts. The hon. gentleman knows perfectly well, if he has watched the current of public opinion very closely that a matter of this kind—the presentation of an application like this to the people—is an entirely new thing; it is not an English but an American proceeding, and except in this particular instance we have never, so far as I know, introduced the principle of the plebiscite in this country; but I know well what the sentiment of the people around me is in that county—they do not take stock in this proceeding at all, they would not have anything to do with it; they did not think it necessary to trouble themselves about it, and the consequence was that there were only 260 people who thought proper to vote against it.

HON. MR. VIDAL—Hear, hear.

HON. MR. DICKEY—My hon. friend smiles, but perhaps the smile may turn to something else before I get through on that point. When it is considered that the persons who get up this agitation are the active and aggressive party, and that other people take little or no interest in it (because they know that if the act goes into force they still can get as much liquor as they ever did) we certainly need not be surprised that they do not take the trouble to go to the polls and record their votes against the measure, so that it is only a scattered person here and there who takes that pains. But my hon. friend has spoken also of the action of the people in the various counties of Nova Scotia, and I may ask by what proportion of those people was that act brought into force? We will take three or four counties; in the fine county of Hants, the people who voted for the act were a little over one-quarter of the population; in the County of Pictou, the proportion was about the same; in the County of Cape Breton—among the good sturdy Scotchmen there, who perhaps like the freedom of taking a glass when they like, as well as other people—the number in favor of the Act, and by whom it was put into force, was only one-fifth of the actual inhabitants, while in the County of Inverness the number was about one-fourth of the whole body of qualified electors.

HON. MR. SCOTT—It was 960 against 106.

HON. MR. DICKEY—Just proving what I say, that the people took no interest in it, and that it was carried by a minority in each case. Yet my hon. friend insists upon putting that forward again, with strange inconsistency, as showing the voice of the people; when really only an insignificant proportion—in three cases only one-fourth, and in the other case one-fifth—expressed their approval of it. If we go to the Province of New Brunswick, we find that in the County of Charlotte only about one-fifth were in favor of the Act.

HON. MR. SCOTT—Seven voted for it to the one who voted against it.

HON. MR. DICKEY—Take it as you like, but the people who asked for the Act were only one-fifth of the population in that county. Then, in the County of Kings those in favor of it were only about 18 per cent of the inhabitants,—which is less than one-fifth.

HON. MR. SCOTT—The number was 1059.

HON. MR. DICKEY—In the County of Westmoreland the supporters of the Act were less than 20 per cent, while in the County of Queens only nine per cent of the whole body of voters were in its favor; yet this insignificant minority are to control the whole body of the people in that county. Then, let us go across the Straits to Prince Edward Island, and what do we find there? That in Prince County less than one-third of the whole body of qualified voters supported the Act; in Kings County, 18 per cent, as nearly as possible—just a trifle over one-sixth of the people,—and in the County of Queens, 19 per cent, which is a little less than one-fifth of the whole body of electors. Now I come to the Province of Manitoba, and in the County of Lisgar, where the Act was submitted, it was voted upon and carried by only one-ninth of the voters there, while in the County of Marquette, it was supported by ten and one-half per cent.—or about the same proportion as in Lisgar. But there is another very significant fact in connection with this, and it is a point which I hope the House will particularly notice:—That there are only three instances out of the 30 cases in which the Act was carried, where the number of votes polled in its favor exceeded those who abstained altogether from voting. I pledge myself to the correctness of this statement, for I have examined the figures. The first of those cases is the City of Fredericton, New Brunswick, the second is the County of Queens, Nova Scotia, and the third Charlottetown, Prince Edward Island,—so that the instances in which the supporters of the Act exceeded those who did not vote at all, number only one-tenth of all the cases in which the Act was submitted to the people. These facts are significant, more particularly when we are taunted with opposing what is called the "voice of the people," but which in reality is only the voice of the active aggressive minority of the people; they seek to control the food that we eat, what we shall drink, and I suppose their next step will be to endeavor to control wherewithal we shall be clothed. But there is something more significant than that in the fact that the Dunkin Act—which is the Act that is the legitimate predecessor of this—has been submitted to three counties, and in those three counties that Act has been repealed, —the instances being the Counties of Missisquoi, York and Lanark. I contend that the instance of any one county in which the Act has been fairly tried out is worth a dozen instances where the Act has been submitted to the people, and by a catch vote has been adopted, —for when you have the voice of the people illustrated in this way it shows that, having tried the Act, they found it wanting. In fact, experience shows that instead of repressing drinking it actually increases that habit, and it further induces the worst kind of deception. It produces secrecy on the part of those who wish to get liquor, and it leads unfortunately, in my opinion, to the training of a race of law-breakers, instead of law-fulfillers or keepers. Now I find that the Act has been submitted in 37 cases, 7 of which were decided against it, and in 30 instances the Act was put in operation. Taking the total number of votes polled for and against it, I find that in those

counties where it was submitted, the total number of votes is 154,074, of which there were polled for the Act 41,218, or only 27¼ per cent of the actual number of voters, while 22,069 voted against the Act,—thus leaving votes unpolled to the number of 96,787. It will be seen from the foregoing that those who voted against the Act were a little more than one-half of the number who voted for it, and the remainder, who abstained from voting, were more than twice the number of those who voted for the Act and put it in force. These are important facts, which ought to be impressed upon the mind of the House before we consider this question in Committee, and amongst other things which these facts suggest, is the question of what shall be the proportion by which the Act may be brought into force. My hon. friend, in the extraordinary and somewhat inflammatory speech he made the other day, thought proper to make some very curious statements, and when he was reminded about this clause which we were considering, and which is before us now—that is to say, the clause affecting the proportion and the numbers by whom the Act may be put in force, how it should be brought into operation, etc., etc.—he said: "Therefore, had the House passed that Act in the shape I wished, and had I not deferred to the opinion of gentlemen who hold views different from my own, that clause giving the right to druggists to sell liquor on the presentation of a certificate from a medical man would never have been there." And he emphasized that, a few moments afterwards by saying "It is not the Act I would have passed, but hon. gentlemen know very well that I ventured as far as I could." My hon. friend was very frank—for he said in effect—I did not want that Act at all, it was not my Act, but was forced upon me. Now, I want to call the attention of that hon. gentleman (Mr. Scott)—because his memory is a little short I notice—to what took place when he introduced the Act for the first time—before the Act was touched or amended. On page 162 of the Senate Debates for 1878, I find that my hon. friend spoke as follows:—"A prohibition of the sale of spirituous liquors in the particular county or city, subject to these conditions or qualifications,—that is when sold for a medicine or for sacramental purposes, in those cases it being incumbent on the party who is defined as a druggist or licensed vendor, who has authority to sell for these special purposes, on receiving a certificate, if from a doctor, that the liquor is specially required for such persons, if for sacramental purposes, by a clergyman." The hon. gentleman conveyed to the House—and he has a very specious mode of conveying his ideas to the House—that it was not his doing, that it was not any part of his Act, but that, as it were, it was forced upon him—yet here he explains, emphatically, this very state of affairs, which, the other day, he denounced in such language as I shall notice presently. I called his attention very quietly in the House to the returns which had just been put in my hands a few moments before I was called upon to speak, and I drew his attention to the operation of this Act, as regards druggists in the County of Halton, and the hon. gentleman was afterwards pressed on that point: so, probably, that was the reason why he wished to repudiate this language altogether. He never thought of such a thing etc., ete., but here, when I refer back to the Debates, I find that he had explained the whole thing to the House when introducing the Bill in 1878.

Now with regard to this same County of Halton, we have more information as to the working of the Act there. The return from there contains so many sales of grog, that it took the printer many days to print it. We have in this return the sales of three druggists out of five in the county where liquor was sold, and what does the House suppose is the aggregate sales in the eight months that this return covers, from May to the end of December last? Why, in these eight months there were no less than 5,027 cases in which parties got liquor under the doctors' certificates, under my hon. friend's own Act. Then my hon. friend has denounced Dr. Lowrey in all the moods and tenses, and he went so far as to say that he had looked into the return that I showed him, and had found that this Dr. Lowrey had given certificates to the extent of 90 per cent. out of the 400 cases in that incomplete return. After all, what proportion of the certificates issued did this heinous offender give? When we come to look at the

whole return we find that he issued one in 25 out of the whole 5,000 certificates.

HON. MR. SCOTT—We had not five thousand before us; we had only four hundred.

HON. MR. DICKEY—But the hon. gentleman with his faculty for conveying and amplifying and glossing a statement, said that this man had issued 90 per cent. of the 400 certificates that had been given. I merely mention this to show the necessity of proving and testing those intemperate statements made with regard to those people. My hon. friend has declared that Dr. Lowrey has prostituted his office; that he is in complicity with the druggists, and more than insinuates that he is actually in partnership with them, and deriving a benefit from this traffic. My hon. friend was not satisfied with that, but he attacked me because I ventured to give an opinion upon this matter, and he goes further and says, speaking of the County of Cumberland :

"I say, and I say it advisedly, that any fair interpretation of this Act would have put it in force in the County of Cumberland, because Parliament intended that it should apply where it was adopted by the people, and where the proceedings were found to have been legal and proper, and where there was no existing opposing legislation by the local legislature."

HON. MR. SCOTT—Hear, hear.

HON. MR. DICKEY—Yes, exactly; a man that chooses to take a glass of wine cannot possibly be an unbiassed man. Further on my hon friend says :—

"I say that when it was only to be withheld pending the currency of existing licenses, the fair interpretation of any court of unbiassed men would be that if there was no license running, then the intention of Parliament was that the Act should go into operation."

HON. MR. SCOTT—Hear, hear.

HON. MR. DICKEY—My hon. friend goes further, but it is hardly worth while referring to it. He speaks of the Judges of the land in these terms—as not being unbiassed men. I asked at the time that I made my observations whether my hon. friend from Ottawa, and the hon. member from Sarnia, did not think that the Act itself was quite sufficient. They both insisted that it was sufficient, and that if it was carried into effect by any unbiassed men, that that must inevitably be the construction, and the decision upon it. Unfortunately, my hon. friend must have seen that we have had a decision upon this very question within two or three days in the Supreme Court of Nova Scotia by some of those men who are "not unbiassed," and they have decided solemnly that the Act did not apply in Cumberland, or in any county where licenses were not granted, and the result was that they have striken off the docket some thirty-five cases of prosecutions of these ardent temperance people in the different counties of the Province, so that my hon. friend must see that he is mistaken in his facts constantly, and he is mistaken in his law.

HON. MR. SCOTT—There is no mistake there.

HON. MR. DICKEY—Of course not, because I suppose those Judges are wrong; they are biassed men.

HON. MR. SCOTT—Of course they are.

HON. MR. DICKEY—I dare say if my hon. friend could only get the decision of a set of men with his own peculiar views with regard to taking a glass of liquor, that under no circumstances whatever is the doctor justified in prescribing alcohol in medical treatment, it would be all right ; but taking these men, some of them celebrated for their legal knowledge, I did not hear that there was any divergence of opinion on the bench on this point. The point I want to make is that it upsets, root and branch, the law of my hon. friend from Ottawa—I will not say of my hon. friend from Sarnia, because he has said it is a question of law and he not being a lawyer would not venture to give an opinion upon it. Now that was the case with regard to this first enquiry that I put. I wished to elicit an opinion, and I got it, and I find that that opinion is wrong, and the hon. member who is responsible for the Act, who was the father of the Act,

and whose paternity has given a name to the Act, was certainly mistaken, eminent lawyer as he is, as to its operation; because, could he have foreseen that that would be the legal construction, of clause 96—the clause proposed to be amended—he would have had a different state of things. The Act was imperfectly drawn. It did not meet the case at all, and the first opportunity when the question came up it was shown that the Act did not apply.

HON. MR. SCOTT—I was not aware that there was a county in Canada where licenses were not issued.

HON. MR. DICKEY—The hon. member may not have been aware of the fact, but it only shows that he ought to have informed himself before he commenced to legislate about it, because any of his temperance friends in Nova Scotia could have told him that for years there has been no license issued in the county I represent; and it was because the people found that where there were no licenses they could get as much liquor as they wanted they did not trouble themselves to go to the polls to vote against his Act. That is the reason. Now, with regard to the County of Halton, the people are not allowed to sell liquor except in wholesale quantities—in gallons, half gallons, quarts and bottles given under these medical certificates, it may be called dealing wholesale—but certainly they must be a very thirsty people. I hold in my hand a letter from a person in the County of York, where it seems the Act does not yet prevail, and where the people have had an opportunity to obtain liquor. You see how it works. They go out of the County of Halton into places where they can buy their liquor and take it into the County. This letter says:—

HUMBER MOUTH, ETOBICOKE, CO. OF YORK,
March 24th, 1884.

E. O'KEEFE, ESQ.

Dear Sir:—In answer to your enquiries in reference to the quantity of liquor sold to farmers and others living in the county of Halton, we beg to state that previous to the passing of the Scott Act in said County, we do not remember ever selling liquor in bottles or other vessels, or of seeing any go out in waggons in such a manner; but since the passing of the Scott Act in the county of Halton it is almost an every day occurrence to sell spirituous liquors by the bottle, jar, etc., (for consumption in the said county) to farmers and others residing in Halton.

We have also frequently seen quantities of whiskey in farmers' waggons that was bought in the city of Toronto by men living in said county, these packages or kegs of liquor being larger than we are allowed to sell.

We remain, yours truly,

OCTAVIUS L. HICKS,
JOHN DUCK,
Hotel-keepers, West York.

That tells a secret. These packages may be two or three gallons; at all events it is what they call a magnum.

Another letter which I have received is as follows:—

TORONTO, 27th March, 1884.

DEAR SIR—Referring to our conversation of last week, I beg to say that the number of casks of whiskey that pass here daily for County of Halton, is far in excess of anything ever witnessed until passage of Scott Act in that County. I do quite a business in bottled liquor with farmers going out of this city since the introduction of the Act, and never before. My opinion is that more strong liquor finds its way into Halton than ever before.

C. NURSE.

E. O'KEEFE Esq.

Now here is a telegram, dated a couple of days ago, signed by Thomas Clarke, of Georgetown, to a gentleman in Ottawa.

"Scott Act in Halton a failure. Will be repealed next year sure."

These are the opinions of people on the spot who ought to know more about it than I do, and certainly quite as much as people who have never been there. These are points to which I would direct the attention of my hon. friend, because it is really sad that we should settle this question upon certain bold statements, and attacks upon druggists, and upon the medical profession, that I shall leave my hon. friend from Halifax to defend for himself. The doctors and the druggists are all mixed up together and are denounced as a pack of dishonest people.

HON. MR. SCOTT—Not all the doctors.

HON. MR. DICKEY—The doctors in Halton.

HON. MR. SCOTT—Some of them.

HON. MR. DICKEY—As a party who do nothing but administer to the appetites

of old topers and drunkards, I took the trouble, the other day, to look over this return, and I find no less than 122 names of women who got doctor's certificates, I suppose, and gave them to the druggists.

HON. MR. SCOTT—They are fictitious names, some of them; I see General Grant among the number.

HON. MR. DICKEY—This return shows sales to the number of 5,027, of not less than a pint each. This is only for a period of 8 months, and if you take the returns in full—we have not got the one representing the shire town, Milton—you will find that there are between ten and eleven thousand instances in which liquor was sold in this way, showing how the Act was evaded, my hon. friend will say, but showing the strong temptation that was given there for people to committ all those iniquities that my hon. friend has denounced so severely. I thought it but right to bring this matter to the attention of the House because it will bear upon the question which ought to be submitted. I have other telegrams in my possession from the same county, to the same effect, that the question of the repeal of the Act will be submitted very shortly and the writers have no doubt whatever that the feeling of the country is now so strong against the Act—and perhaps the number of sales of liquor is about the best test of that—that it will be repealed. It is under these circumstances we are asked to legislate, and to bind the chains still further upon the people of a free country. Before I sit down I will just say to the Minister who has charge of the Bill that if that decision of the Supreme Court which my hon. friend was not able to speak of, because it had not been settled then—

HON. MR. MACPHERSON—I understood it was a Supreme Court judgment.

HON. MR. DICKEY—The appeal would be naturally to the full bench, whose decision has recently been given, and it turns out that my hon. friend's conclusion was right, that this amendment to the Act, if the idea is to bring it into operation in these counties where there are no licenses, is perhaps necessary. I am not going to shirk the question nor go around it, but I admit at once that after that decision, the first clause of this Act I am not prepared to oppose. I stated when I mentioned the grounds for the position I took, that at the same time, even supposing the Scott Act would not allow penalties to be enforced against people selling liquor in those counties where the Scott Act was declared to be in force, and where there were no licenses, the interest of good order and temperance were preserved by the fact that the local legislatures had passed acts, which were in force—which had been declared to be constitutional and *ultra vires*, and these would sufficiently protect the public. On that point I was certainly a little startled to hear the senior member from Halifax announce a very strange doctrine. He said, speaking of those cases where there are no licenses issued, "The consequence may be that there will be nothing to restrict the liquor business in the County of Cumberland, and some others, if this Bill does not pass, and if the decision of the judge that it is referred to shall be upheld in the Courts of Appeal." I was astonished to hear such a statement as that, and I interrupted my hon. friend and said:

"Would my hon. friend allow me to interrupt him; does he doubt for a moment that the Nova Scotia license law, the most stringent in the Dominion, is in force now in every county in Nova Scotia?"

The reply of the hon. gentleman was: "Not in every county—not in counties where no licenses are granted."

Now, I think, that is a position that will surprise a great many friends of the hon. member in the Province of Nova Scotia—that the laws of the Province are mere waste paper in counties where the Scott Act is in force. That is a position for which I think my hon. friend should give us a little more authority than his mere *ipse dixit*. I contend that they are in force, and on that ground I do not hesitate to say that even if the Government had let this Act alone the selling of liquor under license cannot be enforced in any county of Nova Scotia.

Another position I took was this, which was not answered; it was not questioned by my hon. friend, and it was not answered any more than the other point was answered either by my hon. friend from Ottawa, who ought to be good authority on the subject, or the member for Sarnia,

and the position was this: That the Dominion License Act of 1883, which is coming into force on the 1st of May, would be of itself a sufficient protection, because under that Act there would be severe penalties for all who sold liquor without license. Under these circumstances, while I say distinctly I am not prepared to oppose that clause, yet decidedly I deem it unnecessary for these reasons: in the first place that the local laws are sufficient to maintain good order in the Province, and if there is any failure in that, we have what is called the overriding jurisdiction of the Dominion Act—upon the constitutionality of which at the present moment I profess to give no opinion whatever—but assuming it to be in force, (and I take it for granted that the hon. member who introduced this Bill believes it is in force) there is that double protection. Under those circumstances I do think it is quite unnecessary that this legislation should take place, though I am not prepared to oppose the first clause for the reasons I have stated. When the Bill goes into Committee I have an amendment to propose that will test the sense of the House as to the number of persons who should be required to vote in support of an Act of this sort before it can be brought into operation.

Hon. Mr. ALMON—The few observations which I intend to make on this question I will make now, and not in Committee, because I do not believe in any amendment that can be made in this wretched Bill which is before us. I think that any amendment whatever would only be endorsing the Act itself, and that I should be very sorry to do. It is, in my opinion, like a ship that comes in from sea, rotten in every beam, leaking at every seam, and we are asked by the persons who own it to paint the bulwarks. No, let us condemn the whole thing together! The celebrated Alexander Pope, who was as much endowed in mind as he was deformed in body, was once asked by a beggar for a sixpence. Using his customary oath, Pope replied: "Heaven mend me if I give it you!" to which the beggar replied: "Heaven mend you? It would be easier to make a new one." So it is with the Scott Act; it would be easier to make a new Bill than to amend this Act with its 124 sections that have been provided to prevent a person from taking a glass of liquor. The hon. gentleman who is the father of that Act has told us that of medical science, "if it can be called a science," he thinks he knows as much as medical men do, Jack-of-all-trades is master of none, and I think if he had devoted the time he has wasted on the science of medicine to perfecting himself in law, we would not now have this crude and undigested Bill before us. A friend of mine, the father-in-law of the hon. member for Rockwood, was once on Circuit and bought a horse. A brother lawyer was pointing out to him the faults of the animal, and told him that he knew nothing about a horse; to which he replied "no, I have only brains enough for one profession; if I had enough for two I would not choose a horse jockey as a second." If the hon. gentleman from Ottawa had only brains enough for one profession—perhaps he may draw his own inference. The Bill is said to be a temperance Bill: is it a Temperance Bill? Look at what has taken place in the County of Halton. Yet this is the Bill he is going to force on counties in Nova Scotia whose laws are so stringent that no licenses are allowed to be issued. The hon. gentleman says he did not know that, and the consequences of his not knowing it are rather serious to the people of the County of Cumberland. In a recent issue of a paper published in Halifax I find the following article on the important decision in the case recently tried before the Supreme Court of Nova Scotia, the Judges of which the hon. gentleman has spoken so highly of:—

"An Important Decision.—Judgment was given in the Queen vs. Lyons, in the Supreme Court yesterday. There were quite a number af liquor cases on the docket, and this was taken as a representative one. This was a motion to quash a conviction under the Scott Act. The conviction was quashed in this case as well as some thirty-four others. The Supreme Court decided that the Scott Act was not and could no tbe in force in any county in Nova Scotia where licenses were not in existence at the time of the proclamation. The practical effect of this decision is to render illegal all proceedings taken under the Scott Act in every county of the province where it has been adopted. Meanwhile actions for damages have already been entered for false imprisonment by those who have been punished. Confusion is now worse confounded.

The hon. gentleman has decried the medical profession because they consider

it advisable and necessary to use alcohol in medical treatment. I think, however, if I or any medical man were to recommend him to go to another country for change of air and benefit of his health, without first enquiring what the climate was like, or the sanitary conditions of the place were, we would have very little reason to be proud of our advice; but the hon. gentleman passes a Bill to apply to Nova Scotia without making any enquiry as to whether it will meet the requirements of the case there; and in the very first case in which it is tested the result has been defeat and 37 actions for false imprisonment. This is said to be a "Temperance Bill." Is it a Temperance Bill? Look at what we see as the result of it in Halton! Under this Bill a man in Halton can manufacture brandy, as much as ten gallons at a time, and send it out to be sold in the adjoining county, if there is no Scott Act in operation there. If brandy is a poison, and injurious to those who use it, why do you allow a man to make it in one county and sell it in another? The brewer or distiller is allowed to manufacture these liquors that are termed poisons, and sell them in any other county to people of the same blood, race, language and religion, under the operation of this Act, and yet this is what its supporters call "A Temperance Act." The hon. gentleman from Ottawa says: "Oh, it answers beautifully in Halton," To be sure it does; there have been 5,000 cases in which liquors have been sold by druggists in a portion only of that county, and instances are brought to our notice of liquor having been brought in from other counties in very large quantities; yet the hon. gentleman considers the Act a success because thirteen clergyman told him it answered remarkably well. Now, let me see what the clergymen say, as reported in the Toronto *News* of March 27th:—

"At a meeting of a branch of the Temperance Alliance on the 26th inst., the Rev. D. L. Brethour stated that one of the difficulties of working the Temperance Act in Halton was the smallness of the majority by which the Act was carried. Every man that capitulated did so at the point of the bayonet."

I will not quote from Hudiliras, what he says of "the Drum Ecclesiastic." Hon. Gentlemen are as well acquainted with the works of that author as I am; but this is the first time I ever heard of a clergyman boasting of making converts at the point of the bayonet. Perhaps the hon. gentleman from Ottawa will tell me whether this gentlemen was one of the 13 clergymen that he mentioned the other day? It was an expression that no clergyman should have made use of, and I am afraid from his remarks that if the voters did not capitulate at the point of the bayonet, they were actually forced into voting for this measure. But how are the provisions of this Act to be carried out? I have said, and I may state again, by the compellable evidence of the wife against the husband. A woman has been charged with selling liquor; her husband is put into the witness box, and forced to give evidence against her, and on conviction—perhaps on the evidence of her own husband solely—her punishment is imprisonment at hard labor in a common jail for three months. I think that the hon. gentleman, the father of the Scott Act, is liable like an engineer to be hoist with his own petard, as there is a provision in this Act that any person who compels another to give false witness shall be liable to a penalty of fifty dollars. I think that the person who puts a man in the witness box and compels him to give evidence which will condemn his wife to be sent to prison for three months, or perjure himself, in many cases compels him to break his oath, and therefore I think the hon. gentleman from Ottawa can be taken up and tried under this provision of his own Act. I will read the clause for the information of the House. The Act contains 124 sections, and the same number of sub-sections, and it is difficult to find the clause I want.

HON. MR. SCOTT—What are you looking for?

HON. MR. ALMON—I want to know what punishment is provided in the Act for inducing a man to take a false oath?

HON. MR. SCOTT—I think the hon. gentleman will find it in clause 110.

HON. MR. ALMON—The clause I refer to is the 110th which provides a penalty for tampering with witnesses.

"Any person who, either before or after the summons of any witness, in any such case, tampers with such witness, or by any offer of money, or by threat or otherwise, directly or indirectly induces or attempts to induce any such person to absent himself or herself, or to swear falsely, shall be liable to a penalty of fifty dollars for each such offence."

I leave it to this House, whether a man should be asked to condemn his wife to three months imprisonment, or whether he is not more likely to swear falsely? Another objection to this law, in my judgment, is that it is legislating in the direction of the rich and not for the poor. We will say, for instance, that the Minister of the Interior, who has charge of this Bill, is driving with his servant John, when a shower of rain comes on, and they get wet. He goes home and says, "John, get me a glass of whiskey and water, it will do me a great deal of good," and he gets his whiskey and water and goes to bed. John says to himself, "I should like very much to have some whiskey, as master does," but he is obliged to go home and goes to bed, perhaps with cold feet, and without having had an opportunity of changing his wet clothes—the result being that he wakes up, in all probability, with an attack of inflammation of the lungs the next day. All that can occur under the Scott Act, and therefore I think it is legislation in favor of the rich and against the poor. I may here, perhaps, express my personal regret that no bouquets have been showered upon the two great champions of this Bill, in the Senate, as was done, I believe in the other House; it strikes me that tea roses and water lilies would be very appropriate flowers to be used on this occasion. I generally listen with a great deal of pleasure to the remarks of my hon. friend from Sarnia, though he is a little intolerant sometimes in connection with this subject; otherwise, he shows a zeal which I really admire, and I hope some day to find him joining with me in endeavoring to put down drunkenness, and leaving these little crotchets alone—for really he must soon be convinced that they are of no real value. He spoke about the town of Fredericton, which was the first to introduce the Scott Act, and, which, I suppose, ought to be looked upon as a pattern town. I have here a very late Fredericton paper—of date about three days ago—and as I suppose it only states the facts, we may possibly fairly rely upon what it says. I find the following paragraph in it:—

"Anyone walking the streets of Fredericton, between the hours of seven and ten o'clock Sunday evening last, could not have failed to notice the more than ordinary number of young men in a more or less advanced state of intoxication, and the question might naturally be asked: How is it so? etc., etc."

I think that will do for the little town of Fredericton. I have scarcely touched upon the attack made by the hon. gentleman from Ottawa upon the medical profession, but perhaps after all I can afford to let him off, if he will promise never to offend again.

HON. MR. POWER—I just wish to make an explanation in respect to something said by the hon. gentleman from Amherst. He stated that my law of the other day was bad. I think I expressed a doubt which possibly does not exist; but I wish to explain why I felt that doubt. Under the law of Nova Scotia, as it existed a few years ago, licenses for the sale of intoxicating liquors were granted by the sessions upon the recommendation of the Grand Jury, concurred in by two-thirds of the members of the Grand Jury present, accompanied by a petition from two-thirds, etc., etc. That law was a very stringent one, and the reason why I did not feel quite certain whether it was in force now, was this: Since that law was enacted the system of county government in Nova Scotia has been altered, and the counties are not now governed by the sessions, but by municipal councils; and I thought it was possible that in the change in the system of government this provision with respect to licenses for the sale of intoxicating liquors had not been continued in the new law. I have looked at the Act which introduced the system of government by municipal councils, and I am rather disposed to think that the provision is still in force, and that probably, by a two-thirds vote, a municipal council could grant licenses. Looking at the fact that this change in the law had taken place, and not having the recent Nova Scotia law nor the Scott Act before me to see what effect its being voted on would have

on the local law, I felt a little doubt on the matter, and spoke in that sense.

HON. MR. SCOTT—I suppose it might fairly be expected that I should make a few observations in answer to the attacks that have been made upon me by several hon. gentlemen, in reference to my misdeeds in connection with the legislation which has taken place upon this subject, and my statements in regard to the present aspect of it. I certainly think that one of those hon. gentlemen, at all events, greatly exaggerated the charges that he made against me in reference to quotation. I had only a portion of the report in my hand the other day, when I referred to the doctors at Acton, and the percentages of licenses which were given in that town. I find that out of 214 certificates issued in Acton, Dr Lowry issued 201. It is quite clear that this Doctor in Acton and this McGarvin have been running that drug store as a liquor store; but that in no way affects the value of the Temperance Act.

HON. SIR ALEX. CAMPBELL—McGarvin is an officer of the Government, is he not?

HON. MR. SCOTT—No, McGarvin of Acton is a druggist and he sells on the certificate of this Dr. Lowry. But, after all, when we really come down to the quantity sold, I find that it only amounts to 28 gallons, so perhaps we were rather hard on the town of Acton, as the period covered by the returns extends from the beginning of May until the end of December. It takes a good deal of liquor to enable you to spread it over the whole population.

HON. SIR ALEX. CAMPBELL—The population was only 848.

HON. MR. SCOTT—Well, 28 gallons was not very much after all. I suppose there were people in the surrounding country.

HON. MR. DICKEY—I would call the attention of the hon. gentleman to the words he made use of, and which I quoted.

HON. MR. SCOTT—I said 90 per cent., but the returns were not out at the time.

HON. MR. DICKEY—I would like to keep myself right; if the hon. gentleman does not care about his own statements I certainly do about mine. The hon. gentleman said "I simply base it on this fact that I see from the paper in my hand, that there are several doctors in Acton—a Dr. McGarvin, Dr. Lawson, Dr. Webster, Dr. Freeman, Dr. Winn, Dr. Lowry and Dr. Morrow. On a rough calculation there must have been about 400 certificates issued by these men, and with the exception of perhaps 10, they are all issued by Dr. Lowry."

HON. MR. SCOTT—So they are.

HON. MR. DICKEY—No, he only issued 200 out of the whole. I stated it from memory, and there I find it on the record that out of 400 all but 10 were issued by Dr. Lowry.

HON. MR. SCOTT—There were 214 issued altogether, and Dr. Lowry issued 201 of them—there is the fact, and I am not going to split hairs about it. Now, I have to be held responsible for all the defects of this Act of 1878, yet it is a matter within the memory of many hon. gentlemen listening to me at this moment, that this Act was pretty freely discussed in the Senate; it was introduced on the 15th of March and did not leave this House until the 11th of April, during which period it was up I do not know how many times, and there was scarcely a gentleman in the Chamber who had not an individual opinion upon some parts of it. The consequence was that very considerable changes were made—in many instances great improvements—and I expressed at the time that I was under great obligations to many Senators for the suggestions made. As to a lawyer in Ontario knowing all the special details of municipal law in the other Provinces of the Dominion, it is not to be supposed that he should have his mind possessed of them. I had supposed that my knowledge was fairly good, at all events, of two of the larger Provinces, and thought that the usual thing was for licenses to run over the whole Dominion. I was not aware that

in the Lower Provinces such great progress and improvements had been made, otherwise I dare say that particular clause would have been drawn with very much greater care. However, I have no apologies to offer on that point, other than it is to be regretted that some hon. gentleman from the Lower Provinces had not called attention to it when it was under discussion. Now, this discussion is not a new one, and the Act was not interjected by me upon the House of my own mere motion, but it was really given to the people of this country under very strong pressure; I do not believe there is at present a single Act upon the Statute Book of Canada, or of any of the Provinces, that was petitioned for by a larger number of names than this particular legislation. It is within the memory of hon. gentlemen that for nearly ten years before the change of Government in 1873, agitation had gone on for an Act in the direction of local option, or for a prohibitory or restraining law. Petitions were sent to the various Provincial Legislatures and to the Federal Parliament, and the petitioners were told by the provinces that the power lay with the Federal Parliament, while the Federal authorities said the Local Legislatures had that power; but finally, in 1874 I think it was, or about that time, the Government took the matter up. It may just as well be recalled that at that time we found by a report adopted by the Senate, that the petitions in one year were counted up, and amounted to over 302,000 signatures. They were not from individuals alone, but there were 147 from municipal councils, and there was one memorial from the Legislative Assembly of New Brunswick signed by 33 members, while another was from the General Assembly of the Canada Presbyterian Church, which claims to have 226,000 adherents, and yet another came from the Legislative Assembly of Ontario. Those people were all asking us to pass some law which would give the people the right to place greater restriction upon the liquor traffic, and it was in accordance with the express view which came from all quarters that Parliament acceded to their prayer and this Act was put upon the Statute Book,—but that was not done until there had been some three or four years of agitation even in Parliament. Hon. gentlemen will then remember that the Act was no sooner passed than the power of this Parliament to enact it was called in question. The consequence was that the advocates of the Act were afraid to attempt to put it in force, because they were informed by lawyers of high standing, that the Federal Parliament had exceeded its powers. So a year or two went over, and nothing could be done until it should be declared that the Act was within the purview of this Parliament, and could be enforced. And this was not done till within less than two years ago, so that hon. gentlemen will recognize that we have moved as slowly as any other country in the world, in this matter. We are very little ahead of the movement in England, and though it is quite true they have not yet secured a local option law, a movement has begun among a great body of the people there in the direction of Sunday closing. We know that the habits of drinking were much more deeply rooted there than in this country, and the custom of Sunday drinking was of almost universal existence; so it must have required a great deal of pressure in order to overcome the prejudice against repression in that direction. One does not suppose that this legislation can be enforced to the letter. I never was so vain as to imagine that this law could be enforced to the extent that some of its advocates claim it can be, for such a law must meet with violent opposition. However, it was meant to be in the right direction, and it was the only movement that could be started in Canada, and that would keep this country abreast of the opinion of the age. Now, I will take the cases of other countries, in order to illustrate that. Let us take the case of Switzerland, where they adopted a restrictive measure, and we find that in 1874—about the time we were agitating for a restrictive law—they decreed that the liquor traffic should be open, that licenses should no longer be issued, and that men should be free to sell wine and beer as they sold bread and tea. And what was the consequence? In a very short time the country was covered with grog shops; out of 130 cantons it was calculated that in many instances four-fifths of the wages of the laborers went for grog. I will just read what the London *Times* of December 27th, 1882, says on this subject:—

"The increase of intemperance, against which all sober and thoughtful Switzers are up in arms, dates only from 1874, when the Constitution now in force, by instituting what is called 'complete liberty of establishment' deprived the cantons of the power which they previously possessed of regulating the traffic in drink. Article 31 of the Federal Constitution, lays it down, that every Swiss citizen has the right to trade, without let or hindrance, in any part of the Confederation, and according to a decision of the Federal Tribunal this right extends to dealers in alcoholic beverages under whatever denomination they may come. The effect of this decision was to sweep away every local restriction that had previously existed, and make the trade in strong drink as free as the trade in bread and meat. Before 1874 the checks imposed by cantons and communes, on the vendors of alcoholic beverages, were numerous and minute. No public house could be opened without a concession, or in excess of the supposed needs of the population. In some districts publicans had to give security for the proper conduct of their houses. In all, they had to be men of good character. Women were not allowed to keep public houses. Buildings intended to be converted into taverns or cafes, had to answer to certain requirements as to ventilation, size of rooms, and situation. In Obwalden, Neuchatel, St. Gall—indeed, nearly everywhere—public houses were not permitted in the neighborhood of any church, school, orphan house, poorhouse, or like institution. Licenses were only granted for a limited time. Publicans were forbidden, under penalties, to furnish young people with drink, or allow them to frequent their houses, which had to be closed the greater part of Sundays and at a certain hour in the evening."

"As a consequence of the abolition of these restrictions the number of public houses has increased from 17,807 in 1870, to 21,738 in 1880. In other words, while the population has increased by six per cent. the taverns have increased by twenty-two per cent. The two extremes are, Geneva, where there is a public house to every seventy inhabitants, and Tessin, which has one for every 231. Taking the Confederation throughout, the proportion is one to every 130. Deducting women, children and the sick, that gives one tavern to every thirty persons. In Canton, Thurgau, there is a Kneipe for every eighteen voters, men of twenty and upwards. It does not appear, however, that judged by this test, some neighboring countries are much more abstemious than Switzerland. Thus Wurtemburg has one tavern to 117 inhabitants, Baden one to 143, Hesse one to 166, Alsace one to 120, but there are five Swiss cantons; Schwyz, Glarus, the Grissons, Thurgau, and Geneva—in which the proportion is less than 100 to one. In Geneva, moreover, and most other towns, grocers and confectioners vend wines and spirits and one way and another the establishments in which alcoholic beverages are sold, are almost as numerous as all other shops put together. It is a common saying that there is not a single house in all Geneva (where people live in flats a house necessarily comprises several dwellings) in which there is not either a cafe, an auberge or a wine shop; and so far as my observation goes, the saying is true. According to the author of "Das Wirthshaus," an interesting pamphlet on this subject, published at Bale, the increase of public houses has been followed by a marked increase of drunkenness and crime. In 1880, out of eighty-six cases of assault, rape, and attempt to murder, adjudged in the little demi-canton of Bale-the-country, fifty-three were ascertained to have arisen in taverns or to have been committed by persons who had got drunk in taverns; and of thirty-two cases of attacks on the police, seventeen had a like origin. Forty to sixty per cent. of all the crimes committed in that part of the country, can be traced to excessive indulgence in drink."

The article is one of very great interest, but I shall not read from it any further. The conclusions arrived at by the London *Times* are that the effect of destroying the local option law was simply the debauching and destroying of the people. I regret that my hon. friend from Halifax is not present. He took occasion to make some reflections upon me because I thought proper to say that I was not a believer in the use of alcohol as a medicine. I made that statement advisedly, and I think I made it at the time that this Temperance Act was before Parliament in 1878. I was not so foolish as to suppose at that time that I could pass a law which I myself would entirely approve of. I had to hearken to the opinions of gentlemen who had as great power in this Chamber as myself and with whose help I expected to carry the measure. Therefore, I was obliged to accept what I considered was judicious in order to secure what is now on the Statute Book. My own conviction, however, was then, as it is to-day, that the medical profession had made a mistake in insisting on allowing prescriptions for alcohol. I intended to quote for the hon. gentlemen's benefit the most conservative authority on this question of alcoholic medication. There is no journal in the world, perhaps, that is so cautious in its expressions as the London *Lancet*, and we know that in the profession it is looked upon as their best recognized organ. I could, of course, quote the opinions of very many distinguished medical men, but

it might be urged that they spoke from a temperance standpoint, as was said of Dr. Richardson, so I would rather take the comment of the London *Lancet*, which has discussed this question. In commenting on Dr. Richardson's paper in regard to alcohol in connection with the treatment of disease, it says :

"In studying the relation of alcohol to disease, no other arguments can, in the opinion of the author, be scientifically offered in support of its use and service beyond those to which he has drawn attention. Excepting in the cases named, in which alcohol may be supposed to play a useful part, but in which it cannot be placed as standing alone and as an absolute necessity, he would maintain that total abstinence is as sound a practice in disease as it is in health. Certainly no facts, no series of facts, are more remarkable than those which are revealed when the treatment of disease is observed minus alcohol as a remedy."

Now, the last paragraph is the London *Lancet's* own comment on Dr. Richardson's paper. Then, I find that so late as 1881, when referring to the use of alcohol in hospitals, the London *Lancet*, dated 1st January, 1881, says :—

"Our own opinion concerning it has been freely expressed, and we have not concealed our conviction that good health is most consistent with very litle alcohol or with none; that he who uses alcohol freely or frequently, or by itself and apart from food, is surely laying up disease and degeneration for himself, and probably for his descendants."

I state that in opposition to my hon. friend from Halifax.

HON. MR. DEVER—He means absolute alcocol, I suppose, and not wine.

HON. MR. SCOTT—Alcohol is in beer, wine and every other substance.

HON. MR. DEVER—He does not mean to include wine there.

HON. MR. SCOTT—I do not know what wine is. I think there is so small a percentage of it to be had that it would be imprudent for anyone to drink it. It is within the knowledge, probably, of most hon. gentlemen, that they are extremely particular in regard to the foods and drinks that enter the city of Paris. There is a special analysis made, and I have before me the returns of all wines that were imported into Paris in 1881, There were 3,001 samples taken of the various wines brought into that city and of the whole number only 297 were considered good; 991 were considered passable, and 1,731 were considered bad. What were those wines supposed to consist of? The general opinion is that they are the juice of the grape, but that is an entire mistake. The component parts of wine are, among other substances, tannic acid, alum, logwood, the leaves of cherry, laurel, etc., while, for the coloring matter they use elder berries, myrtle leaves, logwood, etc. Now, in this country, we do not exercise the same care in analyzing what we eat and drink. We have, I think, two analytical chemists, for analyzing food, one at Montreal, and the other residing I do not know where. At all events, I have not heard of their making any analysis of the drinks we consume. It will, perhaps, surprise some hon. gentlemen when I tell them that it is part of our policy to encourage the making of wines, not out of the juice of the grape, but compounded of very bad whiskey. In the Statutes of 1883 we provide for the licensing of people to compound those liquors, and we charge a specific duty of four cents on every gallon of any fermented beverage made in imitation of beer or malt liquor, and brewed in whole or in part from any other substance than malt. The 157th clause is as follows :—

The term "compounded spirits," means and includes all articles containing Canadian or other spirits, which are enumerated in the schedule to this Act, the duty thereon having been paid—or which may be added to such schedule by any order of the Governor-in-Council:

"Compounder" means and includes every person who by himself or his agent compounds or mixes for sale by wholesale, any of the articles enumerated in the schedule to this Act, the duty thereon having been paid, or which may be added to such schedule by order of the Governor-in-Council.

Now, what is Schedule "A" of this Act? It is as follows :—

"Imitations of British or foreign wines, brandy, rum, gin, old Tom, Geneva schnapps, British or foreign whiskey, and bitter liquors and cordials when containing alcohol."

There is evidence that we ourselves authorize the manufacture of liquors out of substances which I have named, alcohol

being one of the elements, and we allow people to sell those compounds to the ignorant masses, under the name of wine.

HON. MR. DEVER—Does the hon. gentleman mean to say that there is any wine without alcohol?

HON. MR. SCOTT—It depends entirely upon the state of fermentation. You can make wine without fermenting it, if you please. I am now endeavoring to show to those gentlemen who uphold the view that this traffic ought, in some degree, to be legalized, that it is a traffic in articles which are really and substantially a poison.

I am very sorry that one of the gentlemen who made the charges against me has left the House, and has deprived me of the opportunity of personally explaining to him the grounds on which I made the statement.

HON. MR. VIDAL—Although I am aware that the House must be somewhat fatigued by the long discussion that has taken place on this question, the remarks which have been made by the hon. member from Amherst, charges against myself, renders it necessary for me to say a few words before the vote is taken. I am quite aware that in entering the lists against my hon. friend I am under many disadvantages. I recognize his great forensic ability, that he is able to throw, as he said of my hon. friend from Manitoba—a glamour over the question by the skill with which he, as an able lawyer can "make the worse appear the better cause." I have nothing on which I can rely to meet the power of my able opponent, except that I feel strong in the truth and justice of the cause which I advocate, and feel satisfied that though my powers may be limited my cause is just, and it will not be the first time in the history of the world that the weak and small have prevailed over the strong and the great by the use of the effectual weapons of truth, should it prevail at this time. I am a little surprised at the ingenuity with which the hon. gentleman has tried to rebut the charge which I made against him of not being in harmony with the wishes of his own county and of the population generally of Nova Scotia, as they have expressed them over and over again on this question at the polls. To my mind nothing can be more flimzy and useless in advocating his cause than the argument which the hon. gentleman used as to the majority of the electors not having voted for the adoption of the petition; because if I wish to adopt that argument I can show that where he boasts that only one-fifth of the voters in one constituency voted for the measure, I can show that only one fiftieth of the electors voted against it. The hon. gentleman is quite mistaken in regarding this as an illustration of the popular will of the electors upon the question. He ought to know that so strong is the feeling in favor of the prohibition of the liquor traffic in his own Province that its legislature enacted a law which is as effective in restricting the traffic as the Canada Temperance Act of 1878, and that consequently it was for a long time thought preferable to retain it, and in fact when the question was submitted to me in the early stages of that controversy I was doubtful whether it was not my duty to recommend them to go on under their own law and not petition for the Scott Act; but feeling that the advocates of temperance in Nova Scotia were so strongly in favor of this Act it was submitted, though it was well known that in the county where there was a disposition in favor of it a great many would not trouble themselves to vote at all. Many of the temperance people, who, were under the impression that the Act would be defeated in the Court, would not go to the polls to record their votes, because they feared it was of no use; but we are bound to take the returns as they come to us, and there is no use in endeavoring to draw an argument against the will of the people by taking the votes as recorded on one side, and ignoring those recorded on the other. In Nova Scotia there are twelve counties in which the Act has been adopted.

In all those counties the aggregate vote was 13,500 in favor of the measure, against less than 2,000 who voted in opposition to it. I think that is a very emphatic expression of opinion, and the idea of ignoring that fact and basing an argument against it on the proportion of votes recorded to the number of electors is absurd. I am quite sure that if that principle were applied to the elections of members of the House of Commons, and we were to say

that unless a man was elected by a majority of the votes in the constituency he could not be returned, there would be very few members elected. It has been found as a matter of fact that the whole of the voters in a constituency never do come out to vote. There are on the lists a great many names of persons who have departed this life, and many who have gone away, besides many names which are duplicated and triplicated, and in this way the number on the voters' lists does not fairly represent the real strength of a county nearly so well as the actual vote recorded. The hon. gentleman has charged me with "tall talking," an expression I am rather surprised to hear from the lips of a gentleman who is accustomed to using correct and elegant language, but at the same time his meaning is well understood. And what is the tall talk? It was that I said I could guarantee that the votes of a large majority of the people were in favor of rejecting the amendment which was added to our Bill in the House of Commons in 1880. The hon. gentleman says that statement was a vain boast; that nobody spoke against it. But why? Because on that occasion the Senate did its duty nobly; responded to the feelings of the people, and quashed the amendment of the other House, and so saved the Act unimpaired to the country. The people were satisfied that while this Senate existed it would retain its high character as guardian of the rights of the people, and there was no need to load our table with petitions against such an amendment. When I spoke in this way I did not speak simply as advocating my own particular views on the floor of this House on this important question; I stood here as the recognized head of the Dominion Alliance, and as the accredited representative of hundreds of thousands of the temperance people of this country. I spoke as I did because I held a high official position amongst them, representing as I did the majority of all the temperance societies in the Dominion; I mentioned at the time that I spoke in that capacity, and I maintain that I did not use language unbecoming my position, or language that would justify any hon. gentlemen in calling it "tall talk." I will repeat the "tall talking" to-day, and inform the hon. gentleman, that if I as President of the Dominion Alliance thought fit to sound the alarm and announce to the temperance people of the country that the Canada Temperance Act of 1878 is in danger, I will undertake to say that this House would be flooded with petitions to preserve it, that would cover our table by thousands. I know the sentiment of the country on this question, and I know that it is entirely in accord with this Act, and as far as the voice of the people is concerned, they will not allow the Act to be tampered with, or its efficiency weakened in any way. I see that the hon. Junior member for Halifax has returned to his seat. I noticed that while he was speaking there was a great many wettings of his whistle with what I presume was nothing stronger than cold water; and I supposed in my innocence he had taken too much of it, and had to go down and practice at the bar below, in order to counteract the effect of the importation of this unusual element into his system.

Hon. Gentlemen—Order, order.

Hon. Mr. VIDAL—I have no intention to say anything rude or to annoy the hon. gentleman, and the remarks I have made are only intended as pleasantry. The hon. gentleman has given us some illustrations, one of which was about brains—about a judge not having brains enough to be both a judge and a horse jockey. I doubt, however, if the hon. gentleman himself has brains enough to be both a medical man and a lecturer on temperance. To return to my subject, the doubt as to the constitutionality of the Scott Act prevented the people from petitioning for it in many counties where it would otherwise have been early adopted, and consequently there has been delay; but now that that question has been settled, we find that the country is awakening to a sense of its power in this matter, and the temperance people are likely to act very vigorously this year. The hon. gentleman mentioned the number of elections that have taken place under this Act. He was a little out in his figures; there have been forty elections. In thirty-three the Act was sustained, six were against it, and one was a tie vote. In Nova Scotia particularly, there was a reason for the Act not being brought into operation—a reason I have

already suggested—that they had such a very superior license law that it really amounted generally to prohibition. The difficulty of obtaining a license was so great that I believe of all the counties of the Province the County of Halifax was the only one in which licenses were in force in 1880.

That was one reason why for a long time the people of Nova Scotia did not think it at all necessary or desirable to introduce the Temperance Act of 1878, but when they did take it up they carried it through vigorously, and for the hon. gentleman now to speak against that Act and to use arguments that it should be repealed as an injudicious and Improper law not based upon the public sentiment of the country, I think he is acting in direct opposition to the express wishes of his own Province, and in a very direct manner against the wishes of the county from which he comes, and which has given the second largest majority in Nova Scotia for the adoption of the law. The hon. gentleman went on to say that the Act should be repealed, and will be repealed in the County of Halton as soon as another election takes place. Now, whether is it better to take as our guide in pronouncing a judgment on this matter, our own feelings or desires, or to be guided by the light of experience? There are two places where the Act has been in operation for three years, and where a vote has been taken on the question of repealing it, if it was found to be unsatisfactory in its operation. Is it not a fact that the City of Fredericton has reaffirmed the Act after three years' experience of it? Does the hon. gentleman say that that is no evidence of the Act being satisfactory to the people. Does the hon. gentleman say that because the number of people who voted for reaffirming the Act in Fredericton was small that it did not represent the feeling of the people there; and that if they had an opportunity they would repeal it? What better evidence can you have that it was satisfactory than the fact that it was reaffirmed. Then in Prince County, Prince Edward Island they had a similar trial of the Act for three years, and after that time when it was again submitted to a vote it was re-affirmed by a larger majority than it was carried by at first. These facts are far better evidence of the way in which the Act is likely to be treated in any county in which it is proposed to attempt the repeal, than the speculative ideas of the hon. gentleman. Now as to the failure in carrying out the Act in its integrity in some counties, there are doctors we know who are so violently prejudiced against the Act and against the temperance movement in every shape, that they take pleasure in granting a medical certificate to anybody to purchase liquor, and I think that fact will be established by the returns that have come down to us of the sales that have been authorised in Halton—a return that I am very glad has been brought down, for it contains information that the temperance people have been anxious to get at. We are astonished to find from that return the continuous hold that sickness has had on some people in that county. The hon. gentleman from Halifax will not pretend to say that these certificates were only given to people who complained of thirst; he knows that they must have given them because of disease. The singular part of it is that the same prescription is given to the same people day after day, and the patients do not appear to be getting any better. If I were a sick man I should not continue month after month under the care of a doctor from whose prescriptions I was not deriving any benefit, and I should very likely try some other medicine. The hon. gentleman from Amherst is confident, from information he has received, that Halton will abolish the Act as soon as they get an opportunity to do so; I am just as confident, and on far better authority than that on which the hon. gentleman bases his opinion, that when the Act is voted on again by the people of Halton, it will be reaffirmed by a largely increased majority; and I know that from the fact that merchants who had been opposed to the introduction of the Act into that county on the ground that it would damage their business, have become converted to our view of the case because they find that people whose money was wasted on those injurious drinks are now devoting it to the purchasing of the necessaries and comforts of life, and that business, instead of being injured, is greatly benefitted by the change. And is it not reasonable? Is it not the case in private families where liquor is freely used that a

great deal of time and money are wasted upon it, and too often crime and misery are introduced? We know that if the head of the family could be reformed and a stop put to his expenditure for intoxicating liquors, and his earnings devoted to providing his family with better food, clothing, and furniture, how great an advantage it is both to himself and his family. The change that such a reform would bring about in the circumstances of an individual or a family is, on the smaller scale the change that is effected in a county under the operation of this Act. It is quite true that a county surrounded by other counties where the Act is not in force, will be subject to the inconvenience of having liquor brought in and used, so that the efficacy of the Act is not fairly tested in a county so situated; but notwithstanding that, and notwithstanding the disadvantages under which the County of Halton in this way labors, the people still adhere to the Act, and I have not the slightest doubt in the world that when the question comes before them again, it will be reaffirmed just as it has been in the only places in which the second elections have taken place.

Then, again, does not the hon. gentleman see that his illustrations prove too much. He has proved how much liquor can come into a county where the Act is in operation. Now, if people can get such an abundant supply; if their wants are so easily gratified in this direction, why this persistent opposition to this Act?

HON. MR. ALMON—Before they had the Scott Act they used to drink ale; now they drink nothing but whisky.

HON. MR. VIDAL—If the hon. gentleman had read up the effect of the introduction of ale and beer into England by the government with the object of inducing the people to substitute them for spirituous liquors; and if he saw the tremendous result of intemperance and crime from the adoption of that plan he would not use that argument. Statistics show that during those years crime and drunkenness increased to a very great extent. The returns of the Customs and Inland Revenue Departments show that so far from the introduction of ale and beer having diminished the consumption of spirituous liquors. it was just the intoxicating liquors plus the ale and beer. If you look into the blue books you will see that the same things resulted when light wines were introduced with the same object. The result showed no decrease of drunkenness, no decrease in the consumption of spirits; but it showed the usual consumption of the stronger drinks, plus the light wine. The hon. gentleman referred also to the Dunkin Act and boasted that it had been repealed in some cases. If the hon. gentleman knew much about the Dunkin Act, and our experience of it in Ontario, he would never have opened his lips about it. Speaking generally in Ontario our experience of that Act was this: that wherever it was attempted, and it was attempted in many places, the will of the people was almost invariably set aside by some decision of a Superior Court, and almost always upon some mere technicality. In my own county it was set aside simply because the clerk of one of the polls closed the poll an hour too soon. That slight irregularity destroyed the vote of the people there. so that we very early recognized that the Dunkin Act was not a success, because of the difficulty of putting it into operation and the liability of its being set aside by the Court. Yet with all this knowledge that we had of the certainty of the Act being rendered nugatory by the Courts, do hon. gentlemen remember what took place in 1877? If they do they will get a little light on the subject. They may remember that in 1876 a large delegation of temperance friends—some from the Senate and a good many from the House of Commons with several prominent citizens—waited upon the Hon. Mr. Mackenzie, the then Premier, and urged upon him the adoption of some measure of prohibition, or at any rate to restrain or diminish in some way the evils that were prevailing in the land from the sale and use of intoxicating liquors. The Commission appointed by the Government to enquire into the subject did very good service in ascertaining and establishing important facts as to the success which had always attended the operation of prohibitory legislation in the different places in the United States which they had visited. However, without going into that part of the subject, I may say in a few words that the answer which was given to us by Mr

Mackenzie as to why an Act should not then be introduced was "You are deceived about the value of the Act; you are too sanguine; the country does not want the Act; if it does, why does it not adopt the Dunkin Act?" Either Mr. Mackenzie did not know, or he had forgotten why it was not adopted; but some of us told him. What was the effect of that statement? The effect was that in the counties all the way up along the lakes the people adopted the Act, knowing that it was going to be inoperative, just to show the Government that a large majority of the people of those counties of Ontario wanted a prohibitory Act, and that, I presume, was the motive power which induced the Government in 1878 to introduce the Canada Temperance Act. So that it is idle to talk of the failure of the Dunkin Act having anything to do with the Act we have at present. The hon. gentleman from Amherst, in his last remark, addressed a good deal to myself referred to some challenge he had made, and which he said had not been answered, and which I did not quite understand, because I thought he knew that I did not undertake to reply to questions in which a legal opinion was involved; so that I do not see why he thought it was incumbent upon me to reply to his statement about the *ultra vires*, or the *intra vires* of the Nova Scotia law, and the Act of 1883.

HON. MR. DICKEY—I wish to explain to my hon. friend that I gave him credit for modesty; that he was too modest to undertake to give an opinion on the matter, he not being a lawyer, and so my hon. friend is doing me an injustice.

HON. MR. VIDAL—I think the hon. gentleman will find, when he reads the report of his speech, that at the close of it he made a statement to that effect. We have spent our time in talking of matters which are entirely foreign to the question before the House. Those speeches of my hon. friend from Ottawa, have been rendered necessary by the attacks on us; if they had been allowed to pass unchallenged they might have been regarded as true. Now, what is the Bill before us, and on what ground can the hon. member from Amherst introduce an amendment involving a change so important that this House, when it was brought before us on a previous occasion, emphatically rejected it. The Bill before us is simply to correct a misapprehension, or make plain the meaning of the Legislature, which, it appears, is not so plain as we thought it to be. The hon. gentleman himself has admitted, at the end of a long speech dealing with the temperance question in general, and the Temperance Act of 1878 in particular, the whole question by saying that really under the present circumstances, under this decision of the Supreme Court, he did not object to the first clause of the Bill. That is the whole object of the Bill; that is all we want passed. That is all that the temperance people of Nova Scotia have asked for. It is not the other Provinces, but the Province of Nova Scotia that has asked for this amendment. It is in the interest of Nova Scotia that the temperance people have approached the Government and asked them to introduce this measure.

HON. MR. KAULBACH—We have periodically those temperance harangues introduced into this House in connection with abortive attempts to make people sober by act of Parliament. I believe that such legislation instead of having a tendency towards promoting temperance, has had the very opposite effect. When we find a minority of the people in counties endeavoring to thrust upon the majority sumptuary laws of which they do not approve, the tendency is to irritate the public, and induce them to defeat the operation of the Act. I contend that the consequence of so imposing a restrictive law upon the people is injurious; that it has an immoral tendency. These are my opinions, and I cannot help expressing them, because they are founded upon observations and experience extending over a quarter of a century, and I am surprised that the Minister of Justice has allowed himself by some means or other to give the sanction of the Government to this Bill. Why not leave it in the hands of those men whose particular function it appears to be to introduce this legislation, session after session into this House? Talk to me about petitions. We all know how those petitions are got up. We have an instance of it now before the House. Some people in the vicinity of Toronto, it appears,

went on an excursion on a Sunday, and in order to have some recreation, took with them a band of music, and by reason of the music became a little merry, and this offended some of the purists and sabbatarians of that locality who thought it to be their duty to get up a stereotyped petition, copies of which were sent broad-cast all over Canada for signature, to be presented to Parliament praying for the enactment of a law that will secure the better preservation of the Lord's day. Because some indiscreet persons made merry on the Sabbath day somewhere in the vicinity of Toronto, the whole of Canada is agitated to get up petitions, as though the Sabbath were being descrated everywhere throughout the Dominion, and there were no local Acts to punish such offences. Even the peaceable, Sabbath observing people of Nova Scotia had to be enlisted in the cause to get up petitions to Parliament on this subject. I say that those petitions shew nothing; they do not represent the public sentiment of the country. They are easily gotten up, and sent in and the signatures to them cost nothing. It is folly to suppose that we can make people sober by Act of Parliament; it never has been done, and never will be done. Out of some 37 cases where the Scott Act has been tried, it has been proved inefficient in its operation and unsatisfactory in its results. We know very well that this temperance legislation is a farce, a fallacy, and a fraud. It can never be effective; the people will not vote against the Act, because they know that even if it is adopted its provisions will not, and cannot be carried out, and they can obtain all the liquor they require in spite of it. The worst feature of it is that liquors of the worst and the vilest character are sold in dens and hovels where it cannot be prevented, and the people who use it are seriously injured by drinking such miserable stuff. The effect is worse than if liquors were sold under license, because those who want good liquor keep it in their own houses, where they can get it when they require to use it; but the poorer classes resort to those dens where poisonous trash is sold and the effect is far worse than if they were allowed to obtain liquor under properly regulated licenses. The returns from the County of Halton shew that under the Scott Act the use of liquor is very much increased; I do not think that in a normal condition of affairs, those people would use as much of it as they do under this restrictive Act. The very fact of their being restrained by this law against their own will incites them to violate it. My hon. friend from Ottawa, as a temperance man, seems to me to be as violent and intemperate on this question as he can be. He has given it as his opinion that the use of alcohol in the practice of medicine is injurious and not in accordance with the more advanced teachings of medical science. We know that in all the colleges the students are instructed to prescribe stimulants in their practice, and how, and in what quantities it is to be administered in the treatment of certain diseases; yet my hon. friend from Ottawa would have us believe that medical science is all wrong. Then in very intemperate language he belittles the opinions of a Judge of the Court because he did not hold the same views as he does with respect to the legality of the Temperance Act in certain cases. It shews to what extent the hon. gentleman would go in carrying out his hobby. Notwithstanding the manner in which the hon. gentleman belittles the judgment delivered in the lower Court we find that that judgment has been unanimously sustained by the full bench in Nova Scotia, and it has been affirmed that where there is no license granted this law cannot come into operation in Nova Scotia. Still the hon. gentleman sets himself up as an authority against the Bench, against science and against the practice of medicine, and everything else, to carry out his extreme and peculiar views. I claim to be a temperate man and I have said before, and I repeat it; that before you can put this law into operation successfully you must have the public sentiment in its favor. The people cannot be legislated into being temperate; they must be influenced by example, education, and by moral suasion. Until they have moral strength to resist the cravings of their appetite for drink they will obtain liquor in some way or other, and it is useless to come here session after session demoralising the country by attempting to force upon the public a law which they do not

want, and to which the large majority shew they are decidedly opposed.

HON. MR. PLUMB—I think we have been discussing for a long time matters which do not strictly pertain to the Bill now before us. We have wandered off into a discussion of the temperance question generally. I do not hesitate to say that if that question were on its trial here; if we were asked to vote as to whether we should sustain the Canada Temperance Act or not I should not hesitate for one moment, from my own convictions, to vote against it. But the Act is on the Statute Book; it has been passed by the Dominion Parliament, and it happens that through some technical difficulty it is not operative in some parts of the Dominion, even if it were accepted by the people. I do not think that any man who is opposed to the Act should seek to take advantage of a technicality of that kind, and endeavor by a side wind to destroy the effect of the law in one particular part of the country. If the gentlemen who have secured the passing of this Act have been defeated in some places by a technicality of that kind, I think it is but honest and fair to set it right, and give the Act a fair trial The object of this section is to amend a clause of the Act which by a judicial decision has been rendered inoperative. I think the Government are acting in good faith, without committing themselves to the general principle of the Scott Act; without saying whether they would repeal it as a whole or not, they are acting in good faith in bringing forward this measure. I am sorry that the discussion has drifted into a debate on the merits of the Temperance question. It is not a part of this measure. The question is whether we will, by the decision of this Parliament, put the Act in the position which was intended that it should be in, when Parliament originally enacted it. It it were, as I before remarked, a question upon the absolute repeal of the Scott Act, straight forward and direct, upon a different issue from this, I do not hesitate to say how I should vote. As it is I consider that it is but fair that we should support the Government and pass this particular Bill, and then let the people themselves decide whether they will have it or whether they will not have it in the Province of Nova Scotia. My hon. friend who has just sat down, and who, I think, was not talking to the question at all, states that the people have such a contempt for the Act that they would not vote against. I do not consider that to be a very sound argument. As there were 14,000 or 15,000 people in Nova Scotia who did vote for it, and only 900 who did vote against it, it is very clear that they wanted the Act applied, and if they wanted it, it is only fair to let them have it until we are ready to meet the question of repealing the Act, and then we will discuss it on its merits. Until it does come up in that shape, I think we ought to confine ourselves to the particular question as to whether we will amend the Act so as to make it apply in a particular section of the country, and not have it forced on one portion of the Dominion if it is a hardship, and leave another portion entirely exempt from its operation when they want it. It is an Act that Parliament is bound to enforce, or else to repeal. There is no side question about, and I do not think myself with all due deference to my hon. friend from Amherst, that it is an occasion when it ought to be interfered with by an amendment which should be an amendment to the original Act, and not brought forward under the present circumstances. In the House of Commons, upon the general question—a question affecting the whole Dominion—I voted in favor of requiring a majority of the voters upon the voters' list in order to carry the Act in any county where it is adopted. I thought, and I believed I was right, and I think still I was right, that the Act would have more force; that it would be more respected, and would have more weight if it had the sanction of the majority of the voters, and I thought the advocates of the Act should be willing to submit it to this test. I am satisfied, however, that that is too severe a test, for it is well known that in any district the proportion of voters who go to the polls under the pressure and excitement of a political election, is not on the average more than 70 per cent. of the registered voters. I have had occasion to examine into that question in Ontario, and I found that where the registered voters numbered 370,000, not more than 320,000 recorded their votes, and particularly in the rural districts, where

there was a vote of 4,000, but 3,000 would poll their votes, and that was about the proportion throughout the whole Dominion, even in a general election. Therefore, on a test of that kind, it would be more suitable to take the average vote in a district than to take the majority of the whole vote, which includes often absentees, duplicate votes, and deceased persons. I do not intend to trouble the House with any further remarks, but I think it would be desirable to come to the business on hand and settle the question as to whether the Senate is or is not to adopt a Bill which seems to be perfectly reasonable in its features, as long as the Scott Act remains on the Statute Book. As long as it is on our Statute Book we are bound to respect it. It is an Act passed by the Parliament of Canada, and it ought not to be defeated by any technical question. The judgment was not on the merits; it was on a technicality that was not contemplated at the time the Act was passed, and I think it is due to those who advocate and support the Canada Temperance Act, that they should have a perfect and fair trial of it, and that they should not be defeated except on a square, straightforward, honest vote, and whenever a vote of that kind comes, I shall be perfectly willing to put myself in the position I have always taken in regard to all sumptuary laws.

Hon. Mr. ODELL—Having heretofore given my vote against the Temperance Act when it has been before us, and feeling convinced that the law is not working to advantage throughout the country, notwithstanding all that has been said by the hon. gentleman from Sarnia, I wish to make a few remarks on the subject before this debate closes. I know perfectly well that in the City of Fredericton where it has been re-enacted, it does not work as it ought to, and the idea must not go abroad that the fault there lies with the medical men, or with those who have the right to sell liquor; but the consequence of this Act has been that you have no control over those individuals who are constantly breaking the law. The most deleterious liquors are sold in every corner of the city, and it is very well known that you may get just what you please there, of this description. That, however, does not affect those who are in the position to import for themselves from outside, though it does affect another class in a way that nearly brings about insanity in some instances from the quality of liquor that is sold. Moreover it has been told me by persons residing a little distance out of Fredericton, that in a number of places this poison is sold to such an extent that ladies who had been in the habit of driving into town to make visits or do shopping, are now really afraid to do so, because, they have been so often insulted on the road by intoxicated people. That is what is taking place there, and the junior member for Halifax alluded a little while ago to one of the effects of this law, as seen on the streets of that place even on a Sunday. Now, I say with all this feeling with regard to it, and convinced as I am that it has led to immorality, perjury and to breach of the law; and that it is training up the younger portions of the community to follow in a course which heretofore was never heard of; and, notwithstanding my own convictions with regard to it, it is the law of the country, and I am quite willing now to pass the first section of this Bill, which will bring the Act into force in places where, before, it could not apply, and let the temperance people have an opportunity of fairly testing it. If they can reform the country in any way, I am quite willing that they should do it; though I am not convinced that they are taking the proper course. But there is a clause in this Bill which has not been alluded to by anyone else in the course of this debate, and that is the second clause, the retroactive clause which brings this Bill into operation from the year 1878 up to the present day. Now, the hon. gentleman who last addressed the House said that it should be brought into operation by a fair and square vote. I say so too; but, under this Act, it is not intended to do so. They are attempting to bring this Act into operation in counties where heretofore there have been no licenses; and they are bringing it into operation from the year 1878 up to the present date, provided an Order-in-Council has been published during that time.

Hon. Mr. VIDAL—For the twelve counties which have adopted the Act, the proclamation has been out long since, and it is to give effect to that proclamation.

HON. MR. ODELL—It is to give it effect in places where there has been no license ; I say that in those places the people ought to have a fair opportunity of expressing their views upon the question, and it should not be forced upon them without an election simply because there had been an order in Order-in-Council sometime previous which, under the law as it exists, could not bring the Act into force.

HON. MR. VIDAL—They had adopted it by voting on it.

HON. MR. ODELL—They have not gone to the polls and voted on it, because they knew very well it could not go into operation, and the inhabitants of those districts where there has been no license have not had an opportunity of voting on this Act.

HON. MR. VIDAL—Would you have all those twelve counties vote on it again ?

HON. MR. ODELL—Most assuredly I would. In large districts where there has been no license issued before, and where the Act did not apply, those persons did not take the trouble to attend the polls and vote, because they knew the Act did not affect them ; but now you say it shall effect them and it will have a retroactive affect. That is my objection to it. With regard to the first section I have no objection to it at all, and if this retroactive clause were eliminated I would not oppose the Bill.

HON. MR. CARVELL—Having heard that the amendment was likely to be moved to this Bill in committee, I am quite content that it should be made, with this remark from myself, that I hoped that a much stronger amendment would have been brought in by some gentleman in reference to this Act. I do not hesitate to say, from my observation of the working or the non-working of this Act, that it is useless, vexatious and mischievous. Hon. gentlemen on both sides of the House have spoken of the immense number of petitioners and the great length of the petitions which might be brought before the Senate in reference to this measure, some in favor of it, and some against it. So far as petitions are concerned and the ease which signatures can be obtained to them, I believe if a man tried to get up a petition to hang the First Minister of this country he could have it numerously signed. In that connection I read only a few days ago of a petition that was started —I would not like to say certainly that it was in New England—by the colored population of a district, the object of which was to obtain equal rights in the public schools for the children of colored people. It was numerously signed by leading men in the community, including judges, bankers and others, and when it was ready to be presented it was found to read in this way "We, the parents of colored children." Now I do not for a moment suppose that the judges, bankers and others who signed it wished, in that public way at all events, to proclaim that they were "the parents of colored children." However, the declaration was made and the petition is a matter of record now. I have said that this law is useless, vexatious and mischievous. My hon. friend from Niagara, who is not in his seat at present, made perhaps a strong point, but I do not quite see it, when he said that it was the law of the land and that if it bore hardly upon one portion of the community the House might be considerate enough to make it bear hardly on the people generally. An argument of that kind is one of which I cannot see the force ; but I merely wish to say now that in so far as the operation of what is known as the Scott Act is concerned in the Province where I reside, I believe that it is useless for the purpose which it was intended by the promoters to accomplish ; worthless in the direction of checking the use of strong drink or making men less intemperate, or making the consumption of intoxicating liquors less general and the people more sober ; there is no doubt about it. I can go back for twenty years and can remember when to travel the great thoroughfares which lead into the City of Charlottetown on market day, in the evening, was almost as much as one's life was worth. The danger of travelling in the dusk of the evening was very great in consequence of so many being intoxicated and driving recklessly and madly out of town. I know that I have often been fully occupied in taking care of myself among the passing teams. That was the

state of things for some years, but it was to a very great extent remedied. There was a temperance movement started, without and before legislation in this direction—a movement promoted by the moral suasion which the clergy of the different churches were enabled to use—a movement which was very extensive and powerful in the direction of restricting the use of strong drink and which was headed by one of the most estimable men in the world, the Bishop of Charlottetown, aided by his clergy and the clergy of other denominations in the Island. By means of that movement the state of things to which I have referred had nearly passed away. I do not mean to say that the Scott Act is responsible for the change for the worse which has followed, but it is notorious, and every gentleman in this House who knows anything of Prince Edward Island will endorse what I say, that a state of things now exists and has existed since the Scott Act went into operation in Prince Edward Island which is lamentable, and worse than that which obtained before its introduction. I do not mean to say that the one is connected with the other, or that the Scott Act is responsible for that change in the wrong direction, but the change has taken place and a worse state of things exists. There is no doubt about it; and as I said in the first instance, the Scott Act is useless for the purpose which the hon. gentleman intended to accomplish. That it is vexatious there can be no doubt. The system attempted to be carried out—and it numbers among its adherents some of the best men in our community, men who might stand side by side with the hon. gentlemen from Sarnia and Ottawa in their honest zeal, and in their labors for the restriction of the use of intoxicating liquors and their belief that they are working in the right direction—has proved an utter failure. I will tell hon. gentlemen the course which is pursued in the largest town in our Province. Those who are advocating and trying to enforce what is known as the Scott Act are aware as every body else in the community is, that there are many places where liquor is sold. There is no doubt that the liquor is sold. I could not swear to it; I have not seen it so; I do not know it, but still there is that general moral certainty that the liquor is sold there. How do they proceed? They take a spy and put him near a corner shop which he watches for two or three weeks. Certain individuals are seen to go in there pretty regularly, some in the morning for an appetizer, and others late in the evening for a night cap. The spy having been there long enough to notice that various persons visit the place frequently, and presuming that they have no other business there except to get liquor, gives his information and the men are summoned, and other people who have been observed to go in there are subpœnaed as witnesses, now they say we have them caught. And what is the result? These cases come up sometimes twice a week in the stipendiary court. A or B is charged with having sold liquor in contravention of the law, and G and H are subpœnaed as witnesses. The men are sworn in the usual solemn manner to tell the truth and nothing but the truth, but as a rule there is no conviction, the witness is asked, "were you in such and such a place, on such a day?" "Yes." "Did you have anything to drink?" "Yes." "What was it." "I do not know." "Was it spirit?" "I do not know." "Did you pay for it?" "No." "Did anybody else pay for it?" "No." And so it is with witness after witness. This is not an imaginary case: I have seen it over and over again, and these men go down and out into the community as perjured men, a condition of things, so far as they and the community are concerned, which could not possibly, or in all reasonable possibility would not exist, if it were not for this very Act. I said the Act was mischievous; it is mischievous because it is training our people, perhaps the young men more than the old ones, to be habitual law-breakers. That, I think, is most deplorable. There is no law to prevent a person sending over to Halifax and getting a case of wine, a keg of beer, a pint, or even half a pint of liquor—but those who take this precaution, and so keep within the law, are comparatively small in number. The rank and file who drink, and I think the most ardent temperance advocate in our Province will admit that they form a great majority—those who do take a glass of grog occasionally, as they cannot drink according to law, certainly will drink in

opposition to the Act; and it seems to me deplorable that such a law should be on the Statute Book. The summer before last a vessel of 300 tons burden, laden with wine and spirits almost entirely, came into our harbor. The importer went to the Custom House (for the treasury of Canada is always open to receive duties) and he paid duties amounting to three or four times as much as the original cost;—the duties are paid, the coffers are closed, and the man is then told he must not sell that liquor! The thing is too absurd, and no hon. gentleman can think of it without smiling, that people will import liquors by the ship load, just for the fun of it, and to salt it away for the millenium or some earlier period, when there will be no Scott Act. Another thing in connection with this matter is that the actual consumption of liquor in our com munity, where the Scott Act is in force, has not decreased. Last year, before coming to Ottawa, I was in Halifax, and met a wine merchant at the Windsor Hotel. He said, "how are you getting on in Prince Edward Island?" I replied "very well." He then said, "how is the Scott Act?" I answered, "it is much as it has been." He then said, "I hope they will keep that Act in operation." This is a spirit merchant who wanted to have the Scott Act kept in operation. Naturally I asked him his reason. He said, "I have now the best business I ever had in the Island. Have you any idea of the orders I take?" I said I had not, and he then took out his order bock and showed it to me. Really I was surprised to see such entries as 50 quarter casks and 30 hogsheads; 100 quarter casks and 30 hogsheads; 20 quarter casks and 15 hogsheads; and this was all for a little town of about 14,000 inhabitants. Now, hon. gentlemen, I am speaking of a merchant who is a respectable man, whose word I would take in an ordinary transaction, and who is known by many members of this House. I said to him, "You did not ship that did you?" His reply was "Yes I did, and what is better I got my money immediately." And that is a town where the Scott Act is in operation. A small dealer takes his supplies in according to law, and imports perhaps hundreds of quarter casks of spirits, which are imported as the law permits, and no hon. gentleman can suppose for a moment that those are remaining there according to law. No, they go out according to law, and they go to a ma jority of the voters—I think I am safe in saying—in that country and to a very considerable extent to the people who vote for the Scott Act. Does any hon. gentleman suppose—even my hon. friend from Sarnia—that all the people who voted for the Scott Act were teetotallers? Certainly he cannot think so, and, I was going to say, there is no possibility of its being the case. The hon. gentleman from Niagara spoke of the hardship being felt in one direction, and he thought it was only right to level up by making it extend over the whole country.

HON. MR. PLUMB—That is not exactly what I said; I did not use those words at all.

HON. MR. CARVELL—No, not those words, but the idea is correct.

HON. MR. PLUMB—The idea is not correct.

HON. MR. CARVELL—The words were to the effect that if it is a hardship, and bears only upon part of the people, it should be made to apply to the whole people. But there is another hardship. It is that the people who are in that trade in our country are shut down and out; they either must not sell, or sell contrary to law. Our neighbors across the Straits may supply us as fully as they wish with liquor, and the profit of it goes away from our own people and into the neighboring Province, or it goes into the still more remote Province of Quebec. I do not think the hardship there is equalized as my hon. friend would like to have it. There is another thing in connection with the matter which I think is very much to be regretted, and that is the heartburnings which grow out of the present condition of things. Man is set against man, and neighbor against neighbor, with no result at all commensurate with the injury that is done in that way. For my own part, if I had my way, I would re-introduce, and I would move the amendment which was moved by an hon. gentleman on my

right two years ago, and instead of making (as I believe it is the intention to make) three-fifths of the votes suffice, in no case would I think it right that this law should go into operation unless by the total vote of the people. To make it operative would require a great deal more than three-fifths of the votes.

HON. MR. WARK—I never listened to a discussion into which there was so much irrelevant matter introduced, as has been done in connection with the question which is now before the House. I would not rise at all were it not that I am a resident of the city of Fredericton, and having listened to the observations made by an hon. gentleman here who is a member of the Cabinet, I must say to him that I have travelled the streets of Fredericton very frequently, and I do not know that I have seen a drunken man once in three months. I reside in that city during the whole year, with the exception of the period that I am in Ottawa, and I think there is no community where there was so strong a demand made to introduce this Act, or where there was so strong an organization against it as in Fredericton. It was opposed not only by the persons engaged in the liquor traffic in the city of Fredericton, but the people of the same class from St. John made common cause with them and sent substantial aid to enable them to resist it; yet, notwithstanding all that, the law was carried and went into effect there. An attempt was made to repeal it, but that attempt failed and was defeated by a larger majority, so that I cannot agree with that hon. member that there is such drunkenness there—for if it existed I certainly should have seen some of it. Therefore, I do not think the people of Fredericton deserve the character that has been given them. I might inform the House that there is an orgination of temperance ladies there who would be a credit to any community, because of the exertions they have made to carry out that law and to benefit the class of people who are suffering from intemperance. I am not going to detain the House, because I think the hon. Minister in charge of this Bill must have had his patience exceedingly tried by the speeches which have been made, many of which have been outside the question which is before the House.

HON. MR. CARVELL.

HON. MR. HAYTHORNE—In a general way I agree with the views expressed here half an hour ago by the hon. gentleman from Niagara, that this discussion has been very much out of place upon a measure which is simply intended to counteract a defect in the Scott Act. If a question arose in this House as to the relative merits or demerits of the Act itself I should be quite prepared to enter into it, but I would not have risen at present if it had not been that the hon. gentleman from Charlottetown (Mr. Carvell) spoke a few minutes since, of his experience in Prince Edward Island. I do think it is incumbent upon me, so far as my experience goes, to say that the statements made by that hon. gentleman were correct. Not residing in Charlottetown, I cannot, from my own experience, say that I have seen as much as that hon. gentleman has had opportunities of seeing; nevertheless, I have a pretty considerable knowledge of the circumstances which he described and can testify to the general accuracy of his description. Indeed I can state that the operation of the Scott Act in Charlottetown, and generally in Prince Edward Island, has been most obnoxious. It has produced, I think, pretty nearly all the effects which the hon. gentleman stated, and I myself have had some opportunities of observing it so that I am enabled to say there has been a large increase of drunkenness there, and more particularly during the last few months. I do not wish to detain the House at this hour and would not have risen at all had it not been that the hon. gentleman from Charlottetown made these statements, which my own experience confirms. If ever the time comes that the operation of the Scott Act is fairly brought before this House, and an opportunity occurs when it can be discussed, I shall then explain my views and my present opinion concerning it. This evening I have nothing further to say than that I am anxious to have the question put upon this Bill.

The motion was agreed to and the House went into Committee of the Whole.

In the Committee,

HON. MR. MACPHERSON said: This Bill is not intended to provoke a debate upon the ordinary merits of the

Scott Act but merely to supply an omission in that Act. The reason is so well known to the House that I will allude but very briefly to it at this late hour. It is that it has been discovered—though it was not known at the time the Act was passed—that in certain counties in the Lower Provinces no licenses had been in force at the time the Scott Act was passed. Therefore there was no starting point under the Scott Act, as the expiry of licenses was made the starting point for the prohibition clauses of the Scott Act, and the courts have declared that no starting point exists otherwise. This measure is simply for the purpose of providing that starting point, and I move the adoption of the first clause.

HON. MR. ALMON was opposed to the motion, and objected to the argument which the hon. gentleman had used. The law had been decried by everybody except those immediately concerned in making it, and he asked the hon. gentleman whether he considered it better than the License Act which had already existed in Nova Scotia. He did not consider the law was itself as satisfactory to the people of Nova Scotia as the Provincial law which existed before.

The first clause was carried on division.

On the second clause,

HON. MR. DICKEY asked if the clause was to go into operation within thirty days after the Order-in-Council?

HON. MR. MACPHERSON said it was.

HON. MR. DICKEY referred to the fact that with reference to the County of Cumberland the Order-in-Council was made on the 5th of February, 1884, and he wished to know whether the Act was to be retroactive in its operation. Under the old Act it required ninety days, and if that were too long he thought the Act should certainly not come into operation until after the period that would elapse between the time the Order-in-Council was passed and the passing of the Act, which could not be less than sixty or seventy days at all events, as two months had already elapsed since the Order-in-Council was made.

HON. MR. VIDAL explained that the period of thirty days was taken instead of sixty or ninety days, to avoid the awkward condition of things which would arise if such a term were not made; because before the Act could be declared in operation under the conditions of the law as it stood at present, the 1st of May would come and the License Law of the Dominion would come into operation, so that licenses might be issued on that day. Any violation of the law was carefully guarded against by the provision that no person should be injured under the clause for any infraction of the law that had taken place under the existing Act.

The clause was adopted.

On the preamble of the Bill,

HON. MR. DICKEY said he proposed to move an amendment.

HON. SIR ALEX. CAMPBELL suggested that if the hon. gentleman wished to propose an amendment, he would move that the Committee report progress.

HON. MR. DICKEY said that he would take the course of moving the amendment at the third reading, as it was inconvenient at that time.

HON. MR. McCLELAN, from the Committee, reported the Bill with oue amendment, which was concurred in.

The Senate adjourned at 12 p. m.

THE SENATE.

Ottawa, Friday, 4th April, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

HAMILTON & NORTH-WESTERN RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. HOWLAN, from the Committee on Standing Orders and Private

Bills, to whom was referred back their 19th report, reported Bill (65), "An Act to incorporate the Hamilton and North-Western Railway Company," with a recommendation that the 56th rule of the Senate be dispensed with.

HON. MR. TURNER moved the suspension of the rule as recommended by the Committe.

The motion was agreed to and the Bill was then read the second time.

NIAGARA FRONTIER BRIDGE COMPANY'S BILL.

SECOND READING.

HON. MR. HOWLAN, from the Committee on Standing Orders and Private Bills, reported Bill (91), "An Act to incorporate the Niagara Frontier Bridge Company," with a recommendation that the 56th rule of the Senate be suspended.

HON. MR. MACFARLANE moved the suspension of the rule as recommended by the Committee.

The motion was agreed to.

HON. MR. MACFARLANE moved the second reading of the Bill.

HON. MR. PLUMB—Before the second reading reading takes place I propose to inform the House that the intention of this Company is to get a charter for a bridge from the town of Queenston across the Niagara River to the Lewiston side. The width of the river there is at least eleven or twelve hundred feet. The building of such a bridge is a very important matter and the undertaking involves the expenditure of a large amount of capital. It can never be constructed except as a connecting link between two important railway lines. I do not think that even under the newly adopted Cantilever principle it can be built for less than a million or twelve hundred thousand dollars, for the expense of such a bridge increases in a very rapid geometrical ratio to its span. A few years ago a carriage and foot passenger bridge was built across the river at that place. It was erected without any expectation that it would be a railway connection. It was imperfectly constructed, and a heavy gale blowing down the gorge of the Niagara River caught the bridge and it commenced to sway in one direction and another, as in the case of a suspension bridge at Birmingham, where the measured step of a military body passing over the bridge, caused it to oscillate and destroyed it. Afterwards, upon the same basis, a bridge was chartered giving railway powers to the same Company. That went into the hands of a railway company that is proposing to build a railway to branch from the Grand Trunk Railway at a point some twenty-five or thirty miles to the westward, and an attempt was made to get a bonus in aid of its construction and represent that this branch was to be a connecting link between that line and a railway in the State of New York which runs along the south shore of Lake Ontario. A good many people had no confidence in the scheme, which looked like a good many speculative schemes of the same kind, and when an attempt was made to get a bonus from the township of Niagara, most of the farmers in that township did not see how they were to be benefitted by a line running six or seven miles through their farms, and many objected. However, the by-law, granting a bonus, was put to vote. I say on my responsibility that there never was anything more nefarious than the manner in which that by-law was carried. My hon. friend (Mr. Macpherson) who sits in front of me will hear perhaps for the first time that he was personated at the polls. He has a vote in the township of Niagara, where he owns a property on Queenston Heights. I think a person must be very audacious to personate my hon. friend, though I do not know the height and bulk of the man who did it successfully and succeeded in voting for the by-law. My hon. colleague and partner, Col. Gzowski, was also personated by some one employed by those asking for the bonus, some of whom are now coming here for this charter, and there were other cases of the same kind. People were bribed in all directions to vote for the by-law. It was passed, but the council of the township, taking legal advice, refused to issue debentures, and they were sustained, I understand, in their allegation that the vote had been improperly taken. The charter in the hands of those gentle-

men was sold to the Canada Southern Railway Company for $20,000 or more. The Canada Southern Railway Company bought it because it was in existence, and the exigencies of their traffic required that they should have a bridge at a point considerably above Queenston. They bought the charter because they had not time to give the necessary notices and apply to the parliament of Canada for a charter, which they would have got of course. The great double track Cantilever bridge is built under that charter, and the money for the charter has been paid to the projectors who obtained it, who are Directors of the unconstructed railway to which I have referred. They now come for another charter. I am perfectly willing that a charter for a bridge at this place shall be granted if it is shown that the gentlemen applying for it have any *bona fide* connection with railway interests on both sides of the river, which require that charter, and intend to use it as a connecting link for traffic, but I am not willing to put it in the hands of traffickers who sold the first and now want another, without further assurance. They say they have taken the money and laid it aside for the purpose of building another bridge. When they show me that they have deposited that money in a sound bank, and have expressly stipulated that it shall be held for the purpose of building another bridge, I shall think a little differently of it; but they have no such evidence. When they show me that *bona fide* railway corporations on both sides of the river are seeking for that charter I will withdraw my objections, but I have not seen that evidence. We are not here for the purpose of granting railway charters or bridge charters to be trafficked upon, and worse than that to be held as "shun-pikes" to compel railway men to buy them out. I think it would be well to pause and demand evidence with reference to this proposed charter, and not to grant it simply because it is asked for. I admit that my hon. friend opposite (Mr. Macfarlane) was perfectly right in asking that the informality in the notice of the Bill, which was an accident, should be dispensed with here, and the Bill should be before us exactly as it would have been if the accident had not happened, the petition having been delayed in the post office. I waited until the Bill was fairly before the Senate before I raised my voice, because I did not wish to take the slightest technical objection. What I state I believe to be perfectly within the range of proof. I do not know all the gentlemen who are applying for this charter, but I say it is not right that we should be made the instrument of granting charters to be trafficked in and to be disposed of for individual profit, and perhaps to be used for purposes of extortion. If the gentlemen who want the charter will come to us and show us that they have the means to construct it; if they will show us what I asked them to show me repeatedly when I stood in opposition to their railway scheme, I will withdraw my objection. In the meantime, I think it is my duty to warn this House as to the actual character of the application and then, of course, I leave it for the House to judge as they choose in respect to granting the charter. I have no objection to the second reading of the Bill, but I wish to have it understood that in consenting to the second reading I do not approve of the principle of the Bill, or consent to its final passage. I should like to see it referred because I should like to have the gentlemen who are advocating it come before us and give us a good reason why they should get a chance to sell another charter and get another $20,000 or more, and to have three years to do it in, or why we should give them an opportunity of standing between the railway connection on two sides at an important point, to be bought out by those who wish to make the railway connection. A valuable charter like that should be given to railway corporations, or those representing them.

HON. MR. MACFARLANE—I do not know anything of the facts detailed by the hon. gentleman; all I know is that these gentlemen come before Parliament in the usual manner. I take it the matter was investigated in the other House from which the Bill came, and I take it the matter was fully gone into there. I know nothing about these gentlemen, whether they are respectable or not: I am inclined to think they are. They make the usual application and I imagine that the speech the hon. gentleman has delivered here might better be delivered before the Committee

Here we have only to deal with the principle of the Bill.

HON. MR. PLUMB—I am speaking on the principle of the Bill.

HON. MR. MACFARLANE—When the Bill comes before the Committee, I take it the promoters will appear and give satisfactory explanation why they are seeking this legislation.

HON. MR. PLUMB—The hon. gentleman is perfectly right. I have taken particular care to say that I objected to the principle but that I wanted it to go to the Committee. I desired to have the Senate apprised at this stage of the Bill of the view that I wished to impress upon the House, and I take the entire responsibility upon myself for anything I have said in connection with this matter.

The motion was agreed to, and the Bill was read the second time.

CENTRAL ONTARIO RAILWAY CO'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways Telegraphs and Harbors, reported Bill (73), "An Act respecting the Central Ontario Railway," without amendment.

HON. MR. FLINT moved the third reading of the Bill.

HON. MR. POWER—I do not rise for the purpose of opposing the motion; but I wish to call attention to the fact that this is one of the few Bills to which the Senate has made no amendment. I presume that that will be a subject for congratulation in another place. I observe from the reports of the proceedings in another place, which we are not allowed to mention, that the amendments made by the Senate this Session, to Bills coming up from there, have been under consideration, and that they have been spoken of in a way that is very disrespectful indeed, and calculated to cause ill-feeling between the two branches of Parliament. Every hon. gentleman here knows that the Committees of this House have given a great deal of attention to the Bills which have been submitted to their consideration; and while some of the amendments that these Committees have suggested have been verbal, still in no case have they all been merely verbal; as a rule they have been of a substantial character. If the amendments have not always been such as to alter the substance of the Bill, they have at least been such as to make the meaning clear, and to prevent litigation after these Bills have become law. Under these circumstances I think it is very much to be regretted that gentlemen occupying prominent positions in another place, although not members of the Government, have thought it proper to sneer at the action of this House. We are not allowed to refer directly to the proceedings of the other House, and I would not be allowed, I presume, to quote the language that was used there, but I thought it was my duty to call the attention of the Senate to the—as I think—very unjustifiable language used in the other Chamber on the second of April, in connection with the amendments made to some Bills in this House.

HON. MR. ALLAN—It might more properly have been on the first.

HON. MR. POWER—The language to which I refer was used in connection with amendments made by this House to the St. Clair Frontier Tunnel Company's Bill and the St. Lawrence and Ottawa Railway Bill. It is really very hard for this House to please the gentlemen in the other Chamber. When we do not interfere with their legislation, they tell us we are good for nothing, and doing nothing; and when we do, they tell us that we are simply causing them unnecessary trouble.

HON. MR. PLUMB—The matter complained of by my hon. friend may perhaps be deserving of some notice, but I think that it is undesirable to bring up in this House the discussions which occur in the other Chamber. We have our own way of transacting business and we should insist on having our own way as long as we consider we are in the right. It has been for many years considered desirable that there should be some uniform system adopted in Private Bill Legislation, in those

sections which are known as routine sections, those sections which provide for Boards of Directors, the manner of calling in stock, and other things which are not special to any Bill but are general to all Bills. It was considered desirable that there should be some agreement between the two Houses which would greatly facilitate the labors of the Standing Committees. The late lamented Mr. Holton and myself had frequent conferences upon that subject, and it was intended that a Bill should be framed by us and if possible agreed to by those who stand in official positions, that those sections which are the inevitable clauses of every Bill, should be taken in a particular form and then anything which varied from those sections should be printed in italics or some other way to call the attention of the Committee to them, and these would necessarily form the only subject of discussion ; the others would pass as a matter of course. Every one who is familiar with the labors of Committees knows how far that would facilitate the work of Committees. However, unfortunately the untimely death of my lamented friend prevented us bringing that into anything like a practical position, but it was discussed in the House of Commons. However it was proposed here that there should be an attempt made to bring our legislation of that kind, into harmony with some particular rule. It has been carried out to a certain extent, but the small verbal amendments which have been made, without the knowledge that it was done on a certain principle must be irritating to those who promote the Bill in the other House. They are irritated to find amendments merely to change "shall" to "may" or some other simple word. They consider them trivial amendments. I suggest that at the beginning of the session the law clerks of both Houses should agree upon some form of a Bill representing the general features of all Bills of this kind, because they all have general features, and in this way secure uniformity. I think on the whole the amendments which have been made to Bills in this House have been meritorious; if our legislation in that way is to bear fruit it must be agreed to by those who have charge of Bills that are introduced into the other House. The greater part of the legislation, I am sorry to say, is introduced in the other Chamber. I think it would be very desirable that legislation should be first introduced here in the commencement of the session. It would facilitate the passage of bills in private interests. We are, during the first part of the session, comparatively at leisure. The Committees of this House are painstaking in dealing with those bills, and I think it would be very desirable that some of them should have the *imprimatur*, so to speak, of this House before they go to the other. But the only practicable way of bringing about our desires, and I put it to the Railway Committee and the Banking Committee, is, not by making small, and as they evidently seem to be irritating amendments which are simply slight amendments in grammatical phrases, but to have a general principle discussed and agreed upon by those who have some authority in the matter, and let it be understood that we are acting with a view to accelerating legislation. I remember that the senior member for Halifax was quite distressed on one occasion because we were going to send back a bill to the Commons without an amendment. He seemed to think it was our duty in some way or other to signify our authority by putting in some amendment, even though it were merely verbal. I am not in favor of that ; I think we should bring our legislation into harmony, and that can best be done by an agreement between those who have some control over the legislation. I do not think it is right to find fault with the other House because they feel irritated at some petty amendment which they may consider simply a waste of time.

HON. MR. ALLAN—I wish to correct one statement made by my hon. friend on the other side which is hardly fair or just. I do not think it was right or just to characterize the amendments suggested by those committees as petty and irritating, nor do I think that it is fair for him to say that we are simply desirous of establishing our rights to make them.

HON. MR. PLUMB—I did not say so.

HON. MR. ALLAN—There is no question that a great deal of the legislation of both Houses of Parliament in the past has been very slipshod, so far as the language of the acts is con-

cerned, and that it has given rise to a great deal of litigation. There is no doubt that many of the bills which have passed through both Houses at different times, and very many of the bills coming up from the House of Commons are full of unnecessary verbiage and repetitions, and they are not made, as they should be, to conform to one model in the phrases that are used. Now all that has been done in the Railway Committee and the Banking Committee has been simply to take out this unnecessary verbiage and make the bills as far as possible conform to one model. As a general rule no bill has been sent back with verbal amendments only, unless there was some omission to be supplied or some important alteration to be made to the bill, and the bill had to go back to the House of Commons, it was then thought just as well to make the other corrections. I am not aware that any complaint has been made before about it. I do not think it is necessary to be thinskinned about the criticisms in the other House, and I do not think that the House of Commons, so far as their mode of drafting bills is concerned, have much cause for boasting. I remember, on two distinct occasions, once when I was Chairman of the Private Bills Committee and once since I have been Chairman of the Banking Committee, bills came from the House of Commons, incorporating certain companies. They wished to make some particular provision of some general act, such as the Joint Stock Company Act, or General Railway Act, apply to and be incorporated with these particular acts; and in one instance the clause set forth as taken from a general act was found, upon examination, not to be in the Act at all, and in the other the provisions of the clause which it was sought to apply were entirely incongruous with the object of the Bill. That is a specimen of the House of Commons legislation.

The motion was agreed to and the bill was read a third time and passed.

SABBATH OBSERVANCE PETITIONS.

REPORT OF THE COMMITTEE.

HON. MR. VIDAL, from the Select Committee appointed to consider the petitions respecting the proper observance of the Sabbath day, presented their report. He said: I do not propose to ask the House to concur in the opinion expressed, or to adopt the report, for this reason: I think it would be a very improper thing to ask such a very important step to be taken when time does not permit a careful and proper investigation of the matter. The Committee felt that they could act in no other way than to express their own convictions set forth in that report. That opinion may be right or it may be wrong. I may inform the House that very great pains was taken by the Committee to acquaint themselves with the exact state of the law with respect to the matter. There was every desire on their part to meet the views of the petitioners by recommending that some action be taken in the direction prayed for, if they could see their way clearly to do so, and if it could be defined how the present law could be amended. The assistance of the Law Clerk was called into requisition. He, at great pains, and very fully, set before us the state of the law in the various Provinces of the Dominion. One thing at once was evident to us, if the Dominion Parliament does possess the power, it has never exercised it by legislating on this particular question. In only one Statute passed by the Parliament of Canada is there any reference whatever to the subject, and that is only indirectly, providing that the disturbance of any gathering for public worship shall be a criminal offence. We find laws for the preservation of quiet and orderly behavior, and the right observance of the Lord's Day in the statutes of every Province of the Dominion. We found also that the Courts had decided that the old Imperial Statutes of the reign of Charles Ist and some others, are in force in all the Provinces of the Dominion, except, perhaps, the Province of Quebec, where it was thought there might be a question regarding their validity. With these Imperial statutes existing and in force, and the local laws to which I have referred, it was thought they were apparently sufficient to meet the views of the petitioners and to secure that holy day from needless profanation. When I state that the Law Clerk assisted the Committee by the production of these statute books, and laid the matter before us I do not wish

it to be understood that he gave us any opinion to direct the Committee as to what should be the character of the report He simply told us that to devote a full opinion he would require a much longer period than he could possible give at present, in the midst of his present arduous duties, to the investigation of the subject; that it was a very difficult question to decide, and he would need to examine the authorities and think over the matter before he would venture to give a decided opinion on the point. Under these circumstances the Committee have thought it better to present their view to the House and I trust that the House will receive the report and allow it to remain without thinking it necessary to commit themselves by any action with reference to it. That would be the best way of disposing of the question.

HON. MR. WARK—I was named on that Committee, but was on another Committee which met at the same time, and it was not in my power to be present. I think perhaps it is all right, but I would call the hon. gentlemen's attention to the fact that sometimes on public works there is unnecessary work performed, and I think the Committee might very properly have recommended the Government to prevent, as far as their authority goes, any unnecessary Sabbath labor on railways, canals and other public works. That is all I would have suggested to the Committee to add to the report: I think that is all the length that a Committee of this House could go.

HON. MR. VIDAL—I may say in reply to the hon. gentleman that this matter was not brought before the Committee at all. In none of the petitions was there any reference to any particular violation of the law. Had the attention of the Committee been called to the circumstance to which the hon. gentleman refers, I have no doubt there would have been some such recommendation. I question very much however if there is any necessity for the Committee or the House to interfere in a matter of that kind, because I am persuaded that if the Government were made acquainted with the facts that there was any unnecessary profanation of the Sabbath Day on any public work under their control, they would at once put a stop to it.

HON. MR. PLUMB—A good many years ago this matter was brought before the House by the late Mr. Christie——

HON. MR. POWER—I rise to a question of order. There is no motion before the House.

The SPEAKER—The hon. gentleman from Niagara is out of order. There is no motion before the House.

FATAL ACCIDENT ON THE INTERCOLONIAL RAILWAY.

ENQUIRY.

HON. MR. DICKEY—Before the orders of the day are called I would ask the Minister of Justice if he has received intelligence of another serious accident on the Intercolonial Railway which occurred on Tuesday last? I have the particulars before me in the Moncton *Times*, a newspaper published at headquarters.

HON. SIR ALEX. CAMPBELL—Yes, it was communicated to the Council by the Minister of Railways. I do not know what action he proposes to take. In fact he had not made any communication as to what his intention was: he had only received the telegram.

HON. MR. DICKEY—The newspaper states:—

A rather serious collision occurred between two special freight trains on the Quebec division of the Intercolonial Railway about 7 o'clock yesterday morning. The trains had an order to cross at St. Flavie station. The west bound train, in charge of conductor Kean, driver Ryan, ran past Ste. Flavie regardless of the order, and after proceeding about one mile came in collision with the other special, in charge of conductor Audet and driver Oakleaf. Fireman John Harney was almost instantly killed and driver Ryan was badly scalded. The others saved themselves. The two engines were badly damaged, and a box car, loaded with flour was telescoped and the contents about half destroyed. Strange to say there was little damage to any of the other cars, which was doubtless due to the slow rate at which the trains were moving when they came in collision.

The fault for the collision seems to rest entirely with the conductor and driver of the west bound train, who may be held to be criminally liable. They both belong to the

Province of Quebec. Harney, who was killed, has been a resident of Moncton for the greater part of the time since 1872. He is a young man and his relatives belong to Pictou. His stepfather and brother were to have come on from Pictou last night to take home the body.

In another paper I find another account of it. It says, strange to say, that the conductor had only a short time before taken the train, having been under a suspension for six months for having "made a similar blunder." It is such things as these that come under my observation so frequently that make me feel so anxious that something should be done in the way of protecting life and property.

HON. SIR ALEX. CAMPBELL—I have no doubt that the report of the Chief Engineer, who will enquire into the matter, will be received in a day or two, and on receipt of it I will refer to the subject again. In the meantime, while we all deplore the accident we can take no action in the matter until we see the report of the Chief Engineer.

BILL INTRODUCED.

Bill (117) "An Act to amend an Act respecting inquiries and investigation into shipwrecks and other matters as to the powers of the Minister of Marine and Fisheries in certain cases reported to him under it." (Sir Alex. Campbell.)

HALIFAX REFORMATORY FOR CATHOLIC BOYS BILL.

REPORTED FROM COMMITTEE.

The House resolved itself into a Committee of the whole on Bill (E) "An Act respecting the Reformatory for Roman Catholic boys in the county of Halifax, in the Province of Nova Scotia."

In the Committee,

HON. MR. POWER said that the Minister of Justice had been kind enough to show him certain amendments to the Bill which he (Mr. Power) had agreed to accept. The Bill as amended was now before the Committee.

HON. MR. ALMON suggested that the question of education was not within the jurisdiction of this Parliament, and thought that his hon. colleague from Halifax, who was such a champion of local rights, was rather inconsistent in introducing such legislation. He would on some future occasion, remind the hon. gentleman of his inconsistency.

HON. MR. GIRARD, from the Committee, reported the Bill with amendments.

The amendments were concurred in.

VANCOUVER ISLAND RAILWAY BILL.

THIRD READING.

HON. SIR ALEX. CAMPBELL moved the third reading of Bill (126), "An Act respecting the Vancouver Island Railway, the Esquimalt Graving Dock and certain Railway lands of the Province of British Columbia, granted to the Dominion."

HON. MR. McINNES (British Columbia)—I gave notice that on the third reading of this Bill I would move an amendment; seconded by the hon. Mr. Nelson,

"That the said Bill be not now read a third time; but that it be resolved that it is the opinion of this House that the Federal and British Columbia Governments should advertise for a period of six months, in the leading Canadian, British and American newspapers, for tenders for the construction of a railroad between Nanaimo and Esquimalt; and that the liberal extracts from the Dominion Geological Survey, showing the immense quantities and value of the coal, iron, marble and other minerals on the east coast of Vancouver Island, accompany the advertisement; also, that such advertisements state that a bonus of seven hundred and fifty thousand dollars ($750,000) and one million acres of land, in alternate blocks of five thousand acres, will be given in aid of the said proposed railroad, within the following boundaries, namely: beginning at the head of Sandwich Inlet, thence in a straight line to the mouth of Muir Creek on the Straits of Fuca, thence in a straight line to the summit of Crown Mountain, thence in a straight line to Seymour Narrows, thence in a southerly direction following the sinuosities of the east coast of Vancouver Island to the point of commencement; and that all tenders received for the construction of the said proposed railroad be submitted to Parliament for consideration at its next session."

It is not my intention to inflict another long speech upon you on this measure. The subject has been pretty thoroughly

discussed already, and although I could furnish a great many additional reasons why, in my opinion, this Bill should not become law, I will not take up the time of the House in doing so now. This amendment was one which I intended to move on the second reading and I am very sorry that I was prevented doing so at that time. If I had been given an opportunity to do so then I would not have said anything on the third reading. I have nothing to retract that I stated the other day. I may have used strong and forcible language, but I meant and felt every word to which I gave utterance. However, finding that the sense of the House is largely against me I will not take up any more of your time at this late stage of the session, because I believe it would be useless. If I ask for a vote on this amendment the result would doubtless be the same as the division on the second reading. I therefore, with the permission of the House, beg leave to withdraw the amendment. I merely refer to it now in order that it may be recorded in the debates, so that I may call the attention of my hon. colleague from Victoria and the Minister of Justice to it at some future time. I have used every honorable and legitimate means in my power to defeat this Bill, and although unsuccessful I feel that I have done my duty, and with the majority in this House rests the responsibility, and I would only say in conclusion, that I sincerely hope and trust that my predictions will not be realized.

The amendment was withdrawn.

The motion was agreed to and the Bill was then read the third time and passed.

CUSTOMS ACT AMENDMENT BILL.

THIRD READING.

HON. MR. MACPHERSON, rose to move the third reading of Bill (123), "An Act to amend the Customs Act, 1883."

He said: After this Bill was passed through a Committee of the Whole last evening, an eminent member of the Quebec Bar, and also a member of this House, informed me that the Quebec Legislature had made certain changes in their law which would require a slight change in the Bill, that is, in naming the courts. As the Bill now reads the penalties may be sued for and recovered "in any County Court or Circuit Court having jurisdiction in the place where the cause of prosecution arises." My hon. friend informed me that the phrase, as it appears in the Bill, might lead to confusion, and it might be better to omit the names of the courts. I therefore propose to strike out the words "County Court or Circuit." The clause would then read "sued for and recovered in any Court, &c." I move that the amendments be made at the Table.

The motion was agreed to and the Bill as amended was read the third time and passed

CANADA TEMPERANCE ACT AMENDMENT BILL.

THIRD READING.

HON. MR. MACPHERSON moved the third reading of Bill (C) "An Act to amend the Canada Temperance Act, 1878."

HON. MR. DICKEY—I propose to offer an amendment, but before doing so I will take the liberty of calling the attention of my hon. friend from Ottawa to the matter as to which I spoke the other day regarding his attack upon the judiciary of the country. I mentioned it then in the hope that my hon. friend would have taken the opportunity to express his regret at having done so. I am sorry to say, when I look at the official report, I find there were other passages in his speech, bearing upon this point, of even a stronger character, but I refrained from reading them because I thought my hon. friend would have the grace, being himself a member of the profession, to express his regret at having been betrayed into the use of intemperate expressions. I find in another place he speaks as follows:—

I am aware that an Act of that kind strikes at a great many prejudices inseparable from the education of a very considerable number of the people of the country, and it is natural that it should evoke opposition, and that an attempt would be made to circumvent it; that even the judicial power should endeavour in every possible way to evade it. If the Canada Temperance Act were interpreted in that fair,

liberal and generous spirit that an ordinary Act of Parliament would be by the judiciary, it would not be necessary for the hon. gentle- who introduced this Bill to-day, to ask us to make any amendment to the Act.

I do not wish to make any remark upon that, except this, that it is a charge which I certainly did not expect from a gentleman of his high standing in the profession in this Province of Ontario, and I still hope that my hon. friend will withdraw his reflections on the judiciary in connection with this matter, the unwarrantable reflections as I apprehend; and I perhaps need offer no apology for doing so, because at the very moment he was speaking, the highest judicial body in my own Province was pronouncing a judgment on this very Act.

I have an amendment to move, which is to this effect "That the said Bill be not now read the third time but that the same be re-committed to a Committee of the Whole House with instructions to strike out the words 'one-half' in the 57th section of the Act hereby amended, and substitute therefor the words 'three-fifths.'" That is the section which refers to the proportion of votes required to put the Act in force. The 57th section of the Act is as follows:—

"In case more than half of all the votes polled are for the petition, the same shall be held to have been adopted; and the returning officer shall make his return to the Governor-General in Council accordingly."

I confess that my own feeling in this matter runs entirely in the direction of the amendment which was spoken of yesterday by my hon. friend from Niagara, which was adopted by the House of Commons in amendment to a Bill of precisely the same character as this—that is to say, an amendment to the Canada Temperance Act—and that the proportion should be, not of the votes polled, but not less than a majority of all the votes of the regularly qualified voters in the county or district. That is my own impression, and I think the contention could be sustained by incontrovertible arguments; but it has been thought by many persons that the amendment which I now move would have a better chance of success in another place, and perhaps would be regarded as a step not quite so much in advance, and would be even more satisfactory than the other to gentlemen interested in the Bill. I have adopted their suggestion and made it, instead of a majority of the whole body of voters, three-fifths of those who choose to go to the polls. We have been told dozens of times that there is a very much larger proportion than that in favor of the Act in almost every case where it has been adopted. Reference was made yesterday to the temperance agitation in England. As far as my information goes, the utmost extent to which Sir Wilfred Lawson, who is the leader of the agitation in England, (the leader of the Parliamentary agitation at all events), has gone in asking for a local option law to prohibit licenses in different districts is that the requisition should be signed by two-thirds of all the voters. Up to the present time, so far as my information has gone, no other claim has ever been made in the British Parliament or British press, in reference to the question, that runs beyond that. Most of us have read, I suppose, the speech of a very eminent man, a Quaker, and an abstainer too, the celebrated John Bright, on this question. We know what his sentiments are, and, with all his predelictions against the liquor traffic, how carefully he guarded the interests of the people, and how cautiously he proposed to proceed; how unwilling he was to join in the agitation for pouncing down upon the liquor dealers, and the opprobrium he got—and to which many other gentlemen have been subjected—for expressing his honest convictions, amongst those temperance people, as they are called in England, but who, in this country, would be called prohibitionists. I propose to furnish an incontrovertible argument in support of this amendment; I shall refer the Government (for it will be satisfactory to them to know that this change in the Bill will make it more cognate to the legislation of the country) to the proportions necessary under the Dominion Act. In certain districts the proportion for bringing about prohibition is two-thirds, and, in other sections, three-fifths of the whole of the votes. I have referred to the Dominion Act because I think it will have some influence with my hon. friends the Ministers; but I have another reason or two to offer which I hope will have very considerable weight with the hon. gentlemen who have taken such an ardent part

on this occasion on the side of prohibition. I will first refer to a speech made in the session of 1878 by a well known gentleman in this House, the hon. member for Sarnia, who gave expression to his opinion on that subject, and his sentiments, I am sure, will commend themselves to the great body of this House. The hon. member was making propositions for the purpose of substituting what would be called local option in place of provincial option, and after he had got through with that argument, in speaking of this local option, he said :

"These difficulties have suggested themselves to my mind as making a provincial popular vote undesirable; not that I am afraid to submit this question to the people, but because I am perfectly satisfied that unless the measure receive the support of a large majority of them, it must be inoperative."

Now, these are the sentiments of one of the apostles of temperance in this House—I say it only in a spirit of banter and not in an offensive sense. My hon. friend from Ottawa (Mr. Scott) called out "hear, hear!" as the hon. gentlemen have done to-day. That is pretty high authority, but I will give my hon. friend another one that I am quite sure he will respect as highly as that which I have given as conveying his own opinion. It will be recollected by those gentlemen who were here when this Act was under discussion that I called their attention to the effect of the attempt made in New Brunswick about twenty-eight years ago to repeal the laws for the importation and sale of spirituous liquors. The result of that agitation was that it was carried by an overwhelming majority in the Legislature, just as my hon. friend has been boasting that this legislation was carried in this House. In a few short months, such was the burst of indignation of the people of New Brunswick against the prohibitory law, that the Governor of the day felt himself impelled to dissolve the House and make an appeal to the people. The opponents of the prohibitory law returned a sufficient number of members to drive Sir Leonard Tilley, then Mr Tilley, out of power and to sweep away this legislation from the statute books. It was in reference to that event that the words I am about to quote were uttered. They are not only words of wisdom but words of solemn warning, uttered by an experienced statesman belonging to the present Administration. He has stated his experience very recently and I quote his words because they bear on the very question which I shall ask the House to vote upon, the proportion of three-fifths. He says :—

"I did so because I believe it is in the interest of temperance that we should not enact a law in defiance of public opinion. I speak with an experience I had thirty years ago, and have had ever since 1856 when that law was repealed." (He had bitter experience.) "What was the opinion I expressed when the enactment of the Scott Act was proposed, or the taking of some steps for the suppression of the liquor trade in the Dominion of Canada? I stated, from my past experience, that if they decided to submit it to the popular vote they should not take less than a three-fifths vote, because if carried by a bare majority, and without the public sentiment behind it, the law would fail and the cause of temperance would be damaged instead of benefitted. That has been my experience since 1855."

Now, that is the opinion of a gentleman who has been a total abstainer and is well known to be a warm advocate of the temperance cause. He had the courage of his convictions, and he gave this warning from the result of his experience. He said : "If you ever expect to get a successful result to the operation of this Act, you should not ask for less than a vote of three-fifths in favor of local option, backed by the popular sentiment of the country ; otherwise the working of your Act would be a total failure." I do not think I need trouble the House with further observations after giving those reasons, and I therefore move my amendment.

HON. MR. WARK—Would it not be well to require that there should be a three-fifths vote for the repeal of the law as well as for its adoption?

HON. MR. DICKEY—I have no objection to that.

HON. SIR ALEX. CAMPBELL—The Bill which has been carried so far is a Government measure, to which the Government is committed. The amendment is an open question on which members of the Government may very naturally differ. For my own part I am disposed to support the amendment. I think, irrespective of

all that may be said about the Bill in other ways, that this is clear—that you cannot effectually work such a law in our community by means of force or police, or anything of that kind; that in this law it is more particularly necessary to have public opinion with you, and I think unless you can have the advantage of that public opinion you cannot possibly do any good with bills of this character. Now, in the ordinary laws of the country it is very difficult to carry them out, and very often they are transgressed without any punishment. Very often people put them aside altogether, and by tacit consent almost they are not obeyed. If that is the case more or less with all laws,—I do not say that it is the case very seriously or very largely, but it does exist—I think with reference to sumptuary laws it is quite clear that you must have public opinion with you, otherwise there is no good to be derived from such legislation. I think that has been shown by the returns made of the quantities of liquor sold in three small towns in the county of Halton. In the town of Acton, with a population of 800, you find two or three hundred bottles of whiskey were sold in a short time; that a larger quantity was sold in Georgetown, with a population about the same as that of Acton, and that a larger proportion was sold in Oakville, a place of 1700 inhabitants. Now, if instead of the law being brought in force by a bare majority it was adopted by a three-fifths vote, you would have the strength that the additional vote would give you, and you would have the support of the general feeling throughout the community to aid in enforcing the law; and it is very possible, very probable indeed, that this chicanery which has been practiced would never have occurred. Suppose you had such a majority of the whole electorate, it would have put down such doctors' certificate, it would have made it impossible for those who issued them to live in a community where they were so violating the law to which the people had given a general assent, and you would have had a different return to that which has been presented to the House. I do not think the proposition to have a majority of the whole electorate is one that can fairly be offered to our temperance friends, because we know that even in the excitement of a general election you do not get a majority of the whole votes polled, and it would be much less probable that it would be polled on an issue such as the adoption of the Scott Act. Therefore it would be offering a stone instead of bread to those who favor this Bill to say that there should be a majority of the whole electorate in favor of the Act. But for the reason I have mentioned, in order to have the support of public opinion, which is the only way you can enforce laws in this country, and more particularly this class of laws, you have to get, as near as possible, the majority of the whole electors, and I think the limit of three-fifths is a most reasonable one. I know it is approved of by the warmest friends of temperance, and I would place reliance on it myself and gladly see it enforced. You could much more reasonably and safely rely on the law being worked and obeyed than you can on the law as it now stands. I would fain, myself, see this law amended so as to admit the use of beer. I do not think you can obtain good results from the rigid way it is proposed by this Bill to exclude from Her Majesty's subjects the use of liquors of all kinds, whether harmless or not, upon a vote simply of the majority of those who go to the polls. I think there can be no doubt that if, instead of making the use of beer illegal along with other liquors of a very different and more injurious character, we encouraged the drinking of beer and made it in every way possible the ordinary drink of the country, we would do much more in the way of making people temperate than we could accomplish by this rigid and arbitrary way of enforcing a law against liquors of every description, no matter how wholesome they may be, or how little the use of them may tend to intoxicate. I think, therefore, that this amendment would be a great improvement, and for my own part if the other amendment admitting the use of beer should be brought forward I would vote for it most gladly, not only because I think people should be left at liberty to do as they please in such matters, but also because I think if you do not allow them to do as they please, if you adopt a sumptuary law it should be made a reasonable one, and should give encouragement to the use of liquors which will not harm people. For both of these reasons I shall vote for the

amendment with great pleasure. I think the proposal requiring a three-fifths vote is a most reasonable one. I think that it has the approval of many of the warmest friends of temperance, and I would place greater reliance upon it myself, and would gladly see it in force. One could judge more reasonably as to the working of the law, and its being properly observed, than as the statute now stands. I would fain also see this law amended so as to permit of the sale of beer and ale. I do not think you can obtain good results from the rigid way it is sought by this Bill to exclude from all Her Majesty's subjects the use of liquor of all kinds, no matter whether harmless or not, upon the vote of a small proportion of the inhabitants. There can be no doubt that if instead of reprobating the use of beer and ale we encouraged the drinking of it rather than of spirits as the ordinary drink of the country, we would do much more in the way of making people temperate than we can accomplish by this arbitrary way of enforcing the law against liquors of every description, no matter how wholesome, or how difficult the consumption of them would be to render a man drunk. I think, therefore, if we had this amendment, it would be a great improvement, and if the other amendment was brought forward I would vote for that most gladly, because if you adopt a sumptuary law you need to make it a reasonable one, and give encouragement to those who will use liquor to drink only such as would not harm them.

Hon. Mr. SCOTT—I think the House and the country—those who take an interest in the temperance question, and who have approached the Government to make the necessary changes in the Canada Temperance Act to enable it to be put in operation in certain counties where no licenses exist—will be considerably surprised by the sentiments expressed by the leader of the House. Up to the present hour the hon. gentleman who is in charge of this Bill has expressly intimated to us that the policy of the Government was to allow no change whatever in this Bill.

Hon. Sir ALEX. CAMPBELL—No, the hon. gentleman has not said so.

Hon. Mr. MACPHERSON—I said that the policy of the Government was to carry the Bill.

Hon. Mr. SCOTT—I did not understand that the policy of the Government on this measure was any other than to remove the technical difficulty in the way of the operation of the Act to which allusion has been frequently made. That has been the whole drift of the argument of the hon. gentleman who represents the Government on this Bill; and I confess that it is a matter of surprise and regret to me that now on the third reading of the Bill we are to be told that a stab is to be given to the Act in two directions, which will lead myself and the country to the conclusion that the Government have really not been sincere, from the beginning, in aiding the temperance people to make this law workable. I am quite warranted in making that statement, for so far as the utterance of the hon. gentlemen who spoke on this subject, and they were apparently sincere, are concerned, the conclusion in my mind was that the desire of the Government was simply to remedy this technical difficulty which was spoken of as one that ought to be removed. The proposition submitted by the leader of the Government has been under discussion several times in this Chamber. It was under discussion fully at the time the Act was passed. Parliament, after some six weeks of debate in the two Houses, adopted the Act. It has really not been in operation much more than a year, because, we know, although it was carried in several counties preceding that period, yet in consequence of the cases that were then before the courts, one particularly, Russell vs. the Queen, having been taken before the Privy Council, the friends of the Act declined to put it into operation, and, therefore, the law has not had that fair opportunity of being tested that an Act of this importance is justly entitled to. I assume that the leader of the Government is going to vote in the direction that he has spoken, but I trust that the majority of this House will adhere to the conclusion they reached on a former occasion, and will allow the Act at least a trial of a couple of years before it is condemned. The hon. gentleman also makes a statement that in his opinion beer and ale ought to be excepted from the opera-

tion of the Act. I think it would be much better to except whiskey, because I look upon whiskey as being a much purer liquor than beer.

HON. SIR ALEX. CAMPBELL—Oh ! oh !

HON. MR. SCOTT—There is no doubt about it. The hon. gentleman must have been asleep when I was reading the report of the analyses of liquors to the House.

HON. SIR ALEX. CAMPBELL—The hon. gentleman must be mistaken; I do not think I was in the House at the time.

HON. MR. SCOTT—I thought the hon. gentleman was in his place at the time—at all events analyses have proved that beer is just as much adulterated as wine. I think provision is made in the Inland Revenue Laws for the adulturation of beer. At all events, hops became very scarce and dear a couple of years ago, and the price shot up to $1.10 a pound. One does not imagine that brewers could afford to continue selling beer at five cents a glass when hops had gone up from 25 cents a pound to $1.10; but they did. Other substances, poisonous in their nature, were made to take the place of hops in the manufacture of beer, and so the price of that beverage was kept down. It did not in any way reduce the amount of beer produced, although hops were scarce and not to be had. The proposition to introduce the beer clause into this Act would, I think, be entirely fatal to the measure. It would enable all sorts of drinks to be sold in the beer shop. We know very well that the difficulty in carrying out the Act arises from the fact that there are always men who will sell surreptitiously, and they will continue to sell until the improved tone of society will warn them that it is dangerous to break the law. The hon. gentleman thinks that there is great safety in providing for a three-fifths majority to put this law into operation; that it would have the effect of having the law fairly carried out, and that, at all events, public propriety would not be shocked the way it has been in the county of Halton. I do not know that any more forcible picture of public demorilzation has been drawn than that of the town of Charlottetown. It has been described to us that after this law was carried in Charlottetown the liquor traffic was carried on as usual, and great demoralization ensued. The vote there was nearly four to one in favor of the Act, so that the hon. gentlemen will see that the mere fact of the proportion who voted in favor of the Act to the total number of electors, had really no bearing upon the ultimate question. The real truth is this, that for some time after the Act goes into operation in any place, there will be these breaches of the law. It is not natural that you can change the tastes of the community in the course of a few months after this Act goes into operation; but after it has been in force a year or two drinking is minimized, because you remove the temptation to drink. When the law is better observed the people lose their appetite for drink, and they become more industrious, and more moderate, and the whole moral tone of the community is improved. I do hope that the hon. gentleman is not serious when he talks about agreeing to any proposition to allow beer to be used as an exception to the Act.

HON. MR. MACPHERSON—I desire to say a few words by way of explanation. The object of this Bill is, as already stated, to remove the difficulties and obstacles in the working of the Scott Act in counties where it could not be introduced without the passing of such legislation as this—and that was the whole object that the Government had in introducing this measure. I would have been very much better pleased if gentlemen who are in favor of repealing or modifying in any way whatever the provisions of the Scott Act, had seen fit to do so in a separate Bill; but another course has been pursued, and that I cannot control. I shall, however, vote against every amendment that may be made to this Bill.

HON. MR. WARK—I had hoped the hon. minister who has charge of this Bill would have given us notice, if he could not carry it, that he would withdraw it. That, I think, would be the better course to pursue. An amendment of this kind came up some time ago from the House of Commons and the Senate rejected it.

HON. MR. DICKEY—No, not this amendment; it was to provide that a majority of the whole body of the electors should be required to put the Act in force.

HON. MR. WARK—It was to the same effect, and this House rejected it. Are we now going to show ourselves to be so inconsistent as to adopt an amendment almost in the same words as the amendment we rejected before? I think it would be very injudicious to do so, and very inconsistent. I would not only like to see it provided that the measure can be adopted by a majority of votes, but that women should be made eligible to vote on it, because they suffer more than any other class of the community from the evils of intemperance; and whatever may be said about woman's suffrage in other respects I would hold up both hands to give it to them on this subject. I was surprised to hear the remarks of the hon. Minister of Justice on the Bill. It reminded me of having read, sixty years ago, the speech of one of the Irish Judges to the Bar, in which he described the evil effects of the use of Irish whiskey. The great disadvantage, he said, of beer was that it "loured" them to sleep. I remember that Hogarth painted two celebrated pictures, one he called "Beer and Ale." It represented a human being, a great bloated mass of flesh, seated in a chair and hardly able to move. "Gin and Ale" he represented by a poor skeleton of a woman with a baby on her arm, not able to take care of it, and its head just striking the ground as it drops from its drunken mother's embrace. These proposed amendments that we are discussing are like Hogarth's pictures, both equally disgusting. Let us examine into the composition of a gallon of beer. It contains three quarts and a pint of water; half a pint of alcohol, some extract of hops, and the only thing nutritious in it is about two ounces of saccharine matter. Now is it worth anyone's while to drink three quarts and a pint of water in order to get that amount of nutrition? I once heard of a man who drank a bucket of water because there was a pint of whiskey in it, and it was about as excusable as drinking a gallon of beer for the sake of the small amount of nutrition there is in it. If beer and light wines are to be encouraged as wholesome drinks, the Government ought to establish the distilleries themselves, and allow no poisonous substances to be used in their manufacture, and then they would not be one-tenth as injurious in their effects on those who use them as the liquors produced by private manufacturers. The remarks of the Minister of Justice brought to my mind the speech of the Judge that I read over sixty years ago; they remind me also of Hogarth's pictures, and I think if we are going to amend the Bill at all we should provide some way of supplying pure spirit to the people, and not encourage them to use beer, which is a disgusting thing, and has the same tendency to create intemperance as the use of ardent spirits.

HON. MR. POWER—I was somewhat surprised at the course taken by the Minister of Justice. Not so much at the sentiments he expressed with respect to the general questions involved in the Scott Act, but that he should have intimated his intention to support an amendment made to this particular Bill at this stage; and it must have struck every hon. gentleman as it seems to have struck the Minister of the Interior, that such an amendment as this proposed to a Bill of this character was something not to be looked for; and my contention is that it is not in order, and I shall try to substantiate my contention. My sentiments with respect to prohibition are very much the same as those expressed by the Minister of Justice; and if we were now discussing the Canada Temperance Act for the first time, I might be disposed to support an amendment such as that moved by the hon. member from Amherst; but I feel, as the hon. gentleman from Niagara felt yesterday, that any discussion of that sort is out of order and irrelevant to the question now before the House. The Bill before us is not a measure respecting the general question of prohibition or the limitation of drinking at all. Here is the preamble to the Bill:—

"Whereas it is expedient to amend the Act forty-first Victoria, chapter sixteen, intituled 'An Act respecting the Traffic in Intoxicating Liquors,' as hereinafter set forth."

What is hereinafter set forth? The thing hereinafter set forth is that there is a defect in the 96th section of the Act, which hinders it from going into operation, in certain cases, where the vote has been

taken on it; and the sole object of this Bill is to remedy this defect, and allow the Canada Temperance Act to go into operation, as it would have gone into operation if it had not been for a contingency that was not considered by the persons who drew up the Bill. Now, can it be contended that a motion to attack the principle of the Act is relevant to this Bill? I think not; and I think that even if technically it were relevant, the feeling of the House should be, at any rate, against the motion, coming in as it does now. Every one will admit that no more important amendment, except a motion to repeal the Scott Act—which would be just as much in order as this—could be moved in relation to this Bill than the one submitted to the House by the hon. member from Amherst. What notice have we had of this amendment? None whatever. The intention to move an amendment of the most trifling character has to be made known to members twenty-four hours before it is submitted, and yet this amendment, striking at the very root of the principle of the Scott Act is moved without notice.

Hon. Mr. DICKEY—Notice has been given.

Hon. GENTLEMEN—It is on the minutes.

Hon. Mr. POWER—No, there has been no notice; the hon. gentleman simply intimated that he was going to move an amendment; and that is not sufficient to comply with the rule.

Hon. Mr. O'DONOHOE—The hon. gentleman stated that he would move an amendment to exempt beer and light wines from the operation of the Act.

Hon. Mr. POWER—The amendment of which notice is given is the amendment of the hon. gentleman from Halifax; but no notice has been given of the amendment proposed by the hon. gentleman from Amherst.

Hon. Mr. ALMON—I moved mine after the hon. gentleman from Amherst moved his.

Hon. Mr. POWER—Every hon. gentleman knows that a notice is not moved, it is given. The hon. gentleman from Amherst, and those hon. gentlemen who are acting with him now, are very fond of boasting of the manly way in which they like to carry on a fight; and the hon. gentleman himself is very apt to talk about temperance people as being addicted to doing things in a way that is not manly or straightforward. I am not a temperance man, but I should say that those hon. gentlemen in attacking the principle of the Scott Act under cover of this Bill are not acting consistently with their professions of manliness; for this amendment is certainly an attack on the principles of the Canada Temperance Act, and it is not made in what I regard as a manly or straightforward way. If hon. gentlemen think that the majority of voters required to bring the Act into operation should be larger than it is, the proper way to do would be to introduce a Bill to that effect. Before I read the authority on this question of order as to which I shall ask the ruling of the Speaker, I wish to call attention to another fact. It is not strictly in order perhaps, but I venture to call attention to it. This amendment proposed by the hon. gentleman from Amherst is, to a certain extent, the logical consequence of the discussion which took place yesterday, when hon. gentlemen on both sides of the House instead of confining themselves to the Bill before us, plunged into a debate on the Act, and the general question of temperance and licensing. Some hon. gentlemen were very eloquent in describing the evil effects of the Scott Act, and my hon. friend from Amherst was one of them. Now, with regard to the cases to be affected by the Bill before the House, what is the fact? The fact is, that in all the counties to which this Bill applies, the selling of liquor is at present totally prohibited; and if prohibition is such an evil then those counties are suffering from it now, and they will not be any worse off under the Scott Act—in fact they will be a little better off, because under the Scott Act there is an opportunity afforded to procure good liquor from a druggist. In those counties in Nova Scotia where the sale of liquor is absolutely prohibited, the only places where it can be obtained are resorts of low character, where liquors of

the worst kind only are to be had. I think that to tack on an amendment of this kind, against the principle of the Scott Act to this Bill, if not against the letter, is certainly against the spirit of the rule. If the hon. gentleman from Cumberland introduces a Bill asking for a three-fifths majority to bring the Canada Temperance Act into operation I shall be prepared to support it; but I certainly shall not support the amendment now before the House. Referring to "May" page 325, edition of 1883, it is there laid down that:

"An Amendment should be relevant to the question to which it is proposed to be made."

I contend that this amendment is not relevant.

"On the 28th February, 1882, on a motion for declaring Michael Davitt incapable of being elected or returned as a member, an amendment was about to be proposed for an Address to the Crown for a free pardon; but the Speaker interposed and pointed out that such an amendment was inadmissible, as it had no relation to the question before the House, but should form the subject of a distinct motion, after notice given in the usual manner." * * * * * *

"And in the case of order of the day, the relevancy of amendments is specially enforced, except on going into Committee of Supply or Ways and Means."

At page 547, May says—speaking of amendments to the second reading of a bill:—

"Every such resolution, however, like other amendments upon orders of the day, must 'strictly relate to the bill which the House, by its order, has resolved upon considering.'"

The amendment now before this House is not of that character.

At page 582, I find that a rule was adopted by the English House of Commons in 1856, that no amendments not merely verbal should be made to any Bill on the third reading. That of course does not govern us, but still it shows the tendency of Parliamentary feeling in the old country. I now ask the ruling of His Honor the Speaker on this amendment on that ground, and further, on the ground that no notice has been given of the amendment. Perhaps technically the ruling may be against me; but I think the feeling of the House, and of some gentlemen who might be disposed to support the amendment of the hon. member from Amherst, if he introduced this amendment as an independent Bill, will see that the spirit of the rule, at any rate, has been violated, and that they will vote against the amendment on that ground.

HON. MR. DICKEY—The hon. gentleman has made an attack upon me for surreptitiously bringing in an amendment in a manner that he says is not straightforward and manly; but it is rather singular that the hon. member himself should on this Bill adopt tactics which I apprehend are almost unprecedented in this House. He has endeavored to shut out a deliberate expression of opinion of this House by a technical objection. But we will find that the objection which he has taken so much pains to build up will vanish on examination. If there were grounds for it the House would hesitate, and I am sure that the Speaker would hesitate to give effect to that expression unless he was compelled to do so. The hon. gentleman commenced his observations by saying that there was no notice, and ended by saying that notice was not necessary. Of course he knows perfectly well that no notice is necessary. In this case there is no surprise, because I stood up in my place yesterday with this amendment in my hand, and read it to the House, and I was stopped by the suggestion that instead of it being moved in Committee, it should be moved on the third reading. There was a perfect understanding on that, and so much so in the reading of it to the House, that my hon. friend from Halifax (Mr. Almon) who wished to submit another amendment rose in his place and said "I wish to move an amendment also, but Mr. Dickey has got the start of me." That amendment related to the proportion of votes that would be required to put the Act in operation. I merely mention that to show that I am incapable of taking any course that deserves the strong language applied to it by the hon. gentleman in this particular case; my course was open and straightforward. But what is all this story about relevancy? This Bill is to amend the Canada Temperance Act of 1878, and we have had two examples of this already. In the year 1880 an amendment, of similar character to this, was introduced by some advocate into the original Act, as regards the provision respecting the Dunkin Act.

HON. MR. VIDAL—It was this same question.

HON. MR. DICKEY—The next time it was the Dunkin Act. That Bill was passed in this House, and it went down to the House of Commons, and the House of Commons added an amendment to it much more stringent in its character than the one I have proposed here, because they required a majority of the votes of the whole number of persons qualified to vote should be polled. In this instance I have not thought proper to do that; I have proposed a more restricted amendment, and no one suggested at that time that it was not within the competence of the House of Commons to pass the amendment which they did. In 1881 a Bill precisely similar to this, "An Act to amend the Canada Temperance Act," came before us; on that occasion I think my hon. friend from Halifax introduced his celebrated amendment, and that amendment was carried in this House, and it went down to the other House, and there was no objection to it. These are precedents that applied to this amendment. This amendment is said to be subversive of the principle of the Bill. I contend that it is not so in any sense; that it is merely to qualify the proportion of those who shall get control to put the Act in operation. It is perfectly relevant, because the whole Bill is before the House. It is well known that when we legislate to bring in a Bill to amend an Act, the opportunity is not unfrequently taken advantage of to introduce other amendments than those suggested in the Bill; otherwise what would be the use of it? You would have to multiply Bills to bring up the different questions that would be raised on any measure. I do not think there is anything in the objections raised by the hon. gentleman; they are raised more in the spirit of an advocate who is retained here for the purpose of defending a certain course in this House, than in the interest of sound legislation.

HON. MR. ALLAN—I should be very sorry to go as far perhaps as my hon. friend from Halifax has gone to insinuate for a moment that any member of this House in proposing any alteration in this Bill is acting unfairly or disingenuously. But let us look at the circumstances of the case: Here is a Bill introduced by the Government for the purpose of making such an amendment to the Canada Temperance Act, as will enable that law to be brought into operation, in certain parts of the Dominion, where it can not be worked without such amendment, and its sole object is to facilitate the operations of the Act. I certainly was under the impression when the hon. Minister of the Interior introduced this Bill, that the desire and the intention of the Government were that the Bill should be passed in this House without any amendment whatever. And although I do not go the length of saying that upon all occasions I should desire to see a member of the Government who has charge of a Bill refuse his assent to any amendment to it that might be proposed by the House and intimate that if amendments were made the Bill should be withdrawn, still this is a case in which I should heartily rejoice if that course were taken, because, in my opinion, if the amendments are carried the effect will be to destroy the Temperance Act. I am not a total abstainer, and I never have believed, nor do I believe now that the mode proposed by the Scott Act, is the very best that can be devised for promoting the cause of temperance in this country; but there is a very large number of earnest and thinking men in the Dominion who consider that nothing short of an Act of that kind will carry out the object which they have in view, viz: trying to arrest in some degree this terrible vice of intemperance. Undoubtedly every hon. gentleman who has ever given the matter any serious thought at all must know that hundreds of young lives have been sacrificed, and apparently prosperous careers have been utterly ruined by intemperance. We know that in all grades of society that vice is to be found, and it is one of the great social evils that we have to contend with in this country. I do not believe this to be the very best mode of dealing with the question, but still it is so in the opinion of a very large number of my fellow countrymen, and I, for one, would most earnestly deprecate anything being done which would in any way destroy the usefulness of the Scott Act, if it can be made useful in that direction, or that anything should be done that would render its provisions

of no effect until it shall have had a sufficiently long and fair trial. I listened with great interest to the remarks that fell from the hon. gentlemen from Fredericton, and from Prince Edward Island, and particularly in the latter case I was much struck with the clear way in which that hon. gentleman placed his views before us, but I do believe that the instances which he quoted may often necessarily follow in the first working of the Act, and are inseparable from the first efforts to put it into operation in cities and towns. Should these abuses which have been alluded to still continue to prevail after a reasonable length of time has been given for the working of the Act, I think we may safely trust the people of the country then, to say that the experiment has been failure, and that the Act must be repealed. But I must say that my own conviction very strongly is that if the people of this country were aware that on the introduction of a Bill into this House by the Government for the simple purpose of removing a difficulty that had arisen in the working of the Scott Act, hon. gentlemen had availed themselves of the occasion to incorporate in it an amendment which would have the effect of utterly destroying the Act, I am perfectly satisfied that it would arouse a very strong feeling throughout the country.

HON. MR. DICKEY—That would not destroy the Act.

HON. MR. ALLAN—I have no hesitation at all in saying that the amendment of the junior member for Halifax would have the effect of rendering the Act thoroughly unworkable.

HON. MR. DICKEY—That amendmen is not before the House.

HON. MR. ALLAN—I have a perfect right to allude to it, more especially as there is a notice on the paper that it will be moved, and I would apply the same remark to some extent to the amendment of the hon. member from Amherst. The subject is one to which I have given a great deal of consideration, and I have endeavored as far as I could in my own part of the country to bring about changes there in regard to the system of licensing taverns and saloons, and to impose restrictions under which liquor should be sold, if sold at all; and I know how those things work. I know perfectly well that if you open the door for the sale of light wines and beer you may just as well do away with the Act altogether; the Act would be rendered thoroughly inoperative. I again repeat I am not persuaded in my own mind that total prohibition is the best mode of promoting the cause of temperance, but it is well worth a trial. A very large number of those who have given their lives to the study of this matter believe it will prove effective, and I say there is some respect due by this House to the opinions and convictions of a large number of the people of this country. I do earnestly hope that the hon. gentleman who has charge of this Bill will endeavor as far as possible to prevent it being amended in this House in the manner proposed.

HON. MR. DICKEY—Will my hon. friend allow me to call his attention to the course he took on the introduction of this Act in 1878? It will show his consistency. How can the hon. member stand up here and make an attack on me and charge me with attempting to destroy the Scott Act, when I am only moving in the direction which he advocated in 1878? I find in the Senate Debates for that year, page 458, the following:—

"If this Bill were likely to be confined in its operation, as in the case of the Dunkin Act, to small municipalities, then he should be content to have the principle of this clause adopted—the decision of the question by a bare majority of the votes polled—but where it was quite possible that the Act might, as it was intended by its promoters, go into effect in counties and cities, where very large interests were likely to be affected by the introduction of a measure of this kind, he thought it was only right that every consideration should be paid to the views of those whose business and property would be injured by it. He thought it was a safer principle and more just, that the Act should only be enforced by a majority of the whole number of electors, qualified to vote for a member for the House of Commons. He moved an amendment to that effect."

The amendment which he moved was defeated. The hon. gentleman ought to have better evidence in support of his assertion before standing up here to charge me with attempting to destroy the Scott Act. My amendment is infinitely more liberal than the one he moved in 1878.

HON. MR. ALLAN—The hon. gentleman is wholly unjustified in the use he has attempted to make of the amendment I moved on that occasion. At that time the Scott Act was before the House, and it was for hon. gentlemen to consider all its provisions and see whether any of them were unwise or unjust or calculated to do injury. In the best exercise of my judgment at that time, like the hon. member for Niagara, who alluded to the same thing last night, I thought there ought to be a majority vote, and at one time it was also a question in my own mind whether the restriction as to beer and light wines could not be modified, but upon further consideration, and after the whole thing had been thoroughly discussed, and after the Scott Act had become the law of the land, I have ever since taken the same position, namely, that until the Act had been fairly and thoroughly tried I would not assume the responsibility of making or supporting any amendment to it which in the opinion of its authors who ought to be the best fitted to judge, is likely to destroy its efficiency; and the proof of it is that on every occasion, since, when any opportunity has been taken to endeavor to have this Act amended in any direction such as has been alluded to by my hon. friend from Amherst and Halifax, I have refused to vote for it.

HON. MR. VIDAL—I think the hon. member who has just resumed his seat need not feel grieved at the remark of the hon. member for Amherst in recalling the sentiments he expressed in 1878. I think it reflects the greater honor on the hon. member for Toronto, even if he hold the same opinions still, now that the Act is in force, to give an opportunity to fairly test what can be done with it.

HON. MR. DICKEY—That is not discussing the point of order.

HON. MR. POWER—I have asked for a ruling on the point of order.

THE SPEAKER—Members are only allowed to speak to the question of order.

HON, MR. VIDAL—I am strongly of the opinion that the authority quoted by the hon. member for Halifax is sufficient to justify the speaker in ruling the amendment of the hon. member for Amherst out of order. It is quite true that we have not acted on that rule but that is because attention was not called to it. I should greatly prefer that the question should be thus decided as a point of order, but still if the House would rather discuss the question I am ready to go on and make my remarks.

HON. MR. KAULBACH—The question is so plain that anything I might say would rather cloud than throw light on it. Anybody who reads the title of the Bill "An Act to amend the Canada Temperance Act," must see that the amendment is in the same direction—to amend the Act. It cannot be called out of order or irrelevant.

HON. MR. ALMON—About an hour ago I appealed to the House about a Bill brought in by the senior member for Halifax which seemed to me not to come under the jurisdiction of this Parliament. He brought in amendments to that Bill which were not printed. I think that was not in order, but immediately after having done that he jumps up and calls the hon. member from Amherst to order because he did not give notice of the amendment which is now before the House. I think he did give notice verbally.

THE SPEAKER—The question of order raised by the honorable member for Halifax is two-fold: in the first place it relates to the want of notice of the amendment proposed by the honorable member for Amherst, and in the second place it relates to the relevancy of his motion. I consider that no notice is required for a motion of this kind. Among our rules and regulations there is none requiring such notice in the case of Public Bills. There is one, however, relating to Private Bills, rule 70, to the following effect:—

"No important amendment may be proposed to any Private Bill in a Committee of the Whole, or at the third reading of the Bill, unless one day's notice of the same shall have been given."

If it had been the intention of the House to apply a similar restriction to Public Bills, I presume there would have been a rule to that effect. There is no-

thing in the rules of the House to sustain the hon. gentleman's point of order, and I must decide against him.

On the second point I consider there is nothing in the point of order raised. This is a Bill to amend the Canada Temperance Act, 1878, and an amendment such as that which is proposed by the hon. member for Amherst, is quite relevant to the purpose of this Bill, as much so as any clause which the Bill itself contains. The hon. gentleman has quoted authorities, but I think if he will take the trouble to consider them more carefully, he will find that with one exception they relate to the relevancy of amendments to clauses in Bills; an amendment cannot be made to a clause of a Bill which is not relevant to that clause. It must form a separate and distinct clause of itself. Under these circumstances, I decide that the amendment is in order.

HON. MR. VIDAL—On the amendment of the hon. member for Amherst I think it necessary that I should, under the present circumstances, enter into an explanation of the preliminary steps which have been taken for the introduction of this Bill in this Chamber.

HON. SIR ALEX. CAMPBELL called attention to the fact that it was now nearly six o'clock, and that the hon. gentleman should postpone his remarks until after recess.

It being six o'clock the Speaker left the Chair.

After Recess.

HON. MR. VIDAL resumed his remarks. He said: Just before we separated I intimated that under present circumstances it becomes necessary that I should bring to the notice of the House the circumstances under which this Bill has been introduced. On two former occasions when this amendment, with one or two of a similar character, was brought to the notice of the House they failed to become law owing to the addition of amendments similar to those which are now proposed to be made to the present Bill. Knowing this fact, I at the same time feel very deeply the absolute necessity of obtaining the legislation which has been asked for. The twelve counties of Nova Scotia, which have adopted the Scott Act, placing faith in the integrity of the action of this Parliament; believing that this House will not, now that they have adopted it, refuse to make it workable, and now, finding themselves face to face with a difficulty on account of the ambiguous expression in that law, and that their wishes are thwarted and their efforts, so far, in vain, unless the Bill is passed, come here for this legislation. Under these circumstances very earnest letters came from these counties and others in the Province of Nova Scotia in a similar position, telling us that we must, if possible, obtain this amendment. We told them the fate which had attended our efforts on former occasions. We told them what has turned out to be the case, that immediately on the introduction of the Bill in either House in all probability there would be an amendment offered to the Act by some opponent, which, while professing to be friendly to it and intended to facilitate its operation, would really be fatal to its very existence. They pressed upon us so greatly the urgent necessity of obtaining it that the members representing these counties in the other House of Parliament, and several Senators, had a conference together and came to this conclusion—it is no use for any private member to introduce a Bill of this nature; there is a moral certainty that if it is done by a private member it will just meet the fate which has attended former efforts to obtain such an amendment. Under these circumstances a very large number of friends of this movement—between 20 and 30 members of Parliament—asked for an interview with the right hon. Premier and one of his colleagues in order that we might talk over this difficulty with them and see whether it was practicable to get this amendment introduced as a Government measure, as the only way to secure its being passed into law. We were very kindly received; we made known our case very plainly and distinctly to the right hon. gentleman. He knew right well, for he was then and there informed by two or three speakers, myself among the number, of the reasons why we applied to the Government, and why it was necessary in order that this Bill should become law, that it

should be introduced as a Government measure and upheld by Government influence. This was most distinctly understood and I am quite sure that the right hon. gentleman and his colleague, Sir Leonard Tilley will admit that I am stating the case fairly. All the members of the delegation know that the request was clearly and distinctly founded upon the failure of former attempts by the addition of objectionable clauses, and the certainty of a like failure attending this attempt unless the Bill was introduced under their auspices. Of course it was asking the Government to take in hand an important matter and the Premier told us that he could not make any promise, but he said "draft your bill; let us see exactly what you want, I will submit it to my colleagues, and if it is approved and they decide that it should be a Government Bill we will let you know." The Bill was drafted, not exactly in its present form, but substantially the same, embodying our proposal, which was simply to do away with the ambiguity, if I may use the term, by which the day when existing licenses expired, was made the day on which the Act shall come in force where it is adopted, should be removed and the Act be brought into operation in the counties where there were no licenses and where the will of the people to bring the Act into force has been manifested by large majorities at the polls. Shortly afterwards the matter was submitted, I presume, to Council, because a few days after our meeting I was highly gratified at the announcement that the Bill was to be introduced in the Senate by the hon. Mr. Macpherson.

Hon. Mr. WARK—As a Government measure?

Hon. Mr. VIDAL—That is what we understood, because if it was introduced by a private member it would fail, and our only object in going to the Government to ask them to introduce a measure was that it should be a Government measure.

Hon. Mr. MACPHERSON—The hon. gentleman is quite right; it was introduced as a Government measure, but I suppose no one knows better than he does that neither the Minister of the Interior nor the Government can prevent an amendment being moved to it. The hon. gentleman should state the case fully.

Hon. Mr. VIDAL—That is what I intend to do if I am given an opportunity. I wish to give the hon. gentleman all credit for integrity and honest zeal in trying to carry out this wish, and in introducing and guarding the Bill. I have not a word to say against him, nor do I make any objection to what he says as to any person having the liberty of moving an amendment.

Hon. Mr. MACPHERSON—What I complain of is that the hon. gentleman states the case as if the pledge of the Prime Minister insured the passing of the Bill without amendment. That of course the hon. gentleman knows, and everyone knows, no Minister can promise to do.

Hon. Mr. VIDAL—I know that just as well as the hon. gentleman himself does, and I knew it when the request was made, and I cannot have expressed myself so as to convey the idea that the Government said we should have a Bill; but I do think that the pledge was given as solemnly as if it had been under hand and seal that they should give the weight of their influence to aid the passage of the Bill.

Hon. Mr. McMILLAN—Are they not giving you what they promised?

Hon. Mr. VIDAL—If the hon. gentleman will have a little patience he will find what I am trying to bring out. I should be permitted to state my case without interruption. I say, then, I consider—and those gentlemen who were with me when the arrangement was made, considered—that so far as it was in the power of the Government, that power and influence would be used to secure the passage of this Bill without any amendment by which not only its efficiency would be impaired, but by which the very Act itself would be destroyed. Imagine my consternation, my utter astonishment, when the Minister of Justice rose in his place to-day and said he would vote for amendments, which, if carried, would in my judgment, not only render the present Bill nugatory, but destroy the Temperance Act itself. We

would prefer to have the Act as it is, with all its imperfections, if it is the intention not to grant the relief which is asked, except upon the condition of having these objectionable amendments attached to it. What kind of treatment are we extending to these people? They come here and ask a very small thing, the removal of a mere technical difficulty. Placing reliance on an Act which Parliament has passed, they have brought it into force in accordance with the regular procedure, but they find themselves entirely at a standstill; their object is entirely frustrated by a small inaccuracy in the language of the Act; they come to Parliament and ask us to remove the obstacle which prevents the law being brought into force. It is a very simple request. Do you suppose any of those people who are thus petitioning for this relief would be content to accept a Bill which would not only render their work useless, but would destroy the Act wherever it has been adopted, and utterly nullify all the good which those who are in favor of it expected it to accomplish? I hold that the Government and the Parliament, if they thus deal with these petitioners, are not acting with that paternal kindness and consideration which the people might rightly expect. These people come asking for bread and we give them a stone; they come to us asking for a fish and we give them a serpent. Is that the treatment which they should receive? Are their wishes to be thus disregarded? Are we to say "you cannot have this difficulty removed unless you accept an amendment which, in your judgment, will vitiate the Bill, but which we think will not affect it?" I hold that it is not proper treatment to extend to these petitioners; they have a right to look to the Government and to this House for the relief they seek.

In reply to some of the arguments which the hon. member from Amherst has used in support of his extraordinary amendment, I will just say in the first place that this idea of a three-fifths vote is entirely un-British. You do not find it anywhere in British legislation. A Government with all the power and influence it can possess can be defeated by a very small majority. The election of any member can be defeated by a simple majority of one. A two-thirds majority, or a three-fifths majority is never thought of in British practice. To say that a three-fifths majority is required is in effect saying that the two-fifths shall rule the three-fifths—that the wishes of the minority are more to be regarded than the wishes of the majority. That is the plain meaning of it. My hon. friend says that Sir Wilfred Lawson approves of this principle: He is mistaken. It is true that it was a feature of the local option Bill which he introduced years ago, but he dropped that Bill and never introduced it again; he has changed his view on this particular point, and all his speeches of late have been in favor of an Act somewhat similar to the Scott Act where the majority shall say that this iniquitous traffic shall not be permitted in a place where the majority of the ratepayers choose to forbid it. His local option resolution has been before the House of Commons on three occasions. At first the majority in its favor was only 23; on the next occasion it was 41, and in 1883 the majority had increased to 87. The British Ministry have recognized that the House of Commons having on these three several occasions sustained the principle, admit that it is their duty, so soon as circumstances would permit it, to bring in a Bill in harmony with the views of that majority. A great deal has been said of the experience of Sir Leonard Tilley in New Brunswick as against the adoption of this Bill which is now before us. There is really no analogy between the two Bills at all. Sir Leonard Tilley's Bill was a prohibitive measure for the whole Province. It was obligatory. There was no option about it at all. What is the essential feature of the Canada Temperance Act of 1878—a feature that I think should f meet the views of those who are so so tous about popular rights? It cannot go into operation at all until a majority of the electors adopt it. What better protection can you have? It is not forced on the people, but it may be adopted by them, whenever they consider it desirable, in any county in the Dominion. What could be a fairer, more honest, or a more complete recognition of the rights of British subjects than this—that the law cannot be imposed upon them except with their own consent? I can assure the hon. gentleman that Sir Leonard Tilley entirely approves of the

present Bill; he sees no objection to it at all.

I will call the attention of the hon. gentleman to another thing; whenever Parliament makes an important change in a law, especially one of this kind, more immediately under the control, or to be enforced by the wishes of the people, we require some evidence that the people desire the change. Now, has there been one single petition from anywhere asking for such changes as these which are suggested by the hon. member from Amherst, and by the hon. member from Halifax? Not a single petition. Why then do they wish to force their views upon an unwilling community? Why do they propose to do that which they unfairly charge us with doing? We say, "use your own judgment as to whether you bring in that law or not." These hon. gentlemen say, "no, we will force upon you an amendment which you do not want. We see no objection to giving you the amendment which you require, but with it you must take our amendments," although they know they are regarded as certain to render the law null and void. This is not the treatment which these men should receive when, in their difficulty and perplexity, they come here and ask us so earnestly for this trifling amendment, merely to explain the true meaning of the Act. I assure the hon. gentleman that it is no vain boast I make when I say that if it was known that such an amendment was to be introduced here, in a very few hours you would have petitions protesting against these encroachments, and pleading earnestly that the House should not sanction such an interference with this Act. Occasionally in the course of this debate, and of the debate on this Bill in an earlier stage, words have been used which are very misleading and inappropriate. The term "sumptuary laws" is applied to this law; nothing can be further from the proper use of that term than to apply it to an Act like this. It does not interfere with anybody's eating, or drinking, or clothing, or anything of the kind. It interferes with a great public evil; it is endeavoring by the authority of Parliament. by the force of law, to put a stop to a tremendous and increasing evil in our land. It is trying to throw the shield of protection over those suffering families, who, by the intemperance of their heads, are kept in poverty, ignorance, and too often led into the paths of sin. It is because one sees in this traffic, an enemy to public prosperity and public peace, and it is because as public men interested in the well-being of our country, and desiring to promote the peace and prosperity of our people, we are striving to do away with the evil which is eating into the very vitals of our country, that we ask for legislation of this kind. It does not interfere with anybody's rights. Have not my hon. friends shown that where people want liquor they can get it? All they have to do is to bring it in from places where they can purchase it and use it in their own houses: but it does stop, and it is intended to stop, the treating and tippling which take place so publicly and frequently all over the land and which are connected with so much of the crime and misery which prevail in all our borders. I should think that hon. gentlemen understanding the meaning and acquainted with the character of sumptuary laws should certainly hesitate to apply such a term to an Act of this description.

I shall not trespass any longer upon the time of the House. I wish it to be clearly and distinctly understood that I, and those gentlemen who with me waited upon Ministers, have a distinct understanding that this is a Government measure, and that the influence of the Government will be given to its support; and had it not been so we should never have asked it to be introduced. I have shown the reason why, that if introduced by a private member the amendment which is now before the House, and other amendments would be brought in to destroy the Bill. I do earnestly entreat the House for the sake of those 13, 650 electors of Nova Scotia, and of a great many with them, who are asking for relief from the difficulty in which they are placed,—and also in the interests of the Government whom many will blame if the Bill is marred,—not to allow those amendments to be added to the Bill even though they are encouraged to do so by the example of the Minister of Justice. Unconsciously he has done immense harm to the prestige of the Government throughout the length and breadth of the country by his words to-night. Unconsciously he has dealt a worse blow to his colleagues in the Government than could be given by

any of their enemies. I do trust that the House will accede to the earnest and very simple request of those parties who are in this difficulty, and not suffer the Bill to be marred or spoiled by these proposed amendments.

HON. MR. FLINT—I was not present yesterday when this question was up before the House, and I was certainly a little surprised to hear that such a strong attempt was being made to hamper the present Bill in such a way that it would be the means of really destroying its usefulness in every respect. What would be the effect of accepting this amendment? In a community of say 2500 voters if 1499 voted for the Scott Act it would not be carried because it would lack one of having the necessary majority. The 901 who would vote against it would have more power than the 1499 who voted for it. That seems to me to be a strange kind of legislation. If it is right to apply such a principle to this Bill why not apply it to the election of members of Parliament? What is fair in one case would be fair in all. What would be thought if we passed an Act here and sent it to the other Chamber providing that no election hereafter for a member of the House of Commons should be valid unless the successful candidate had a three-fifths majority? I have said before in this House that I do not altogether like the Scott Act. There are some of its features which I do not approve of, but I do not think it is right to make it worse as would be the case if we adopted the amendment of the hon. member for Amherst. If his amendment should carry and the Government do not see fit to withdraw the Bill the Scott Act is ruined. In Ontario at the present time some eight or ten counties are just completing arrangements to submit the Scott Act to the voters; and what will be the effect if his resolution carries? They will not undertake it. They might just as well give it up: in fact it will be a death blow to all the good work that has been done since the Scott Act was passed. Since 1878 that Act has had a great deal to contend with. It has been opposed by the liquor dealers and by a great many liquor drinkers, and they have tried in every way to defeat it. The consequence has been that wherever it has been carried its provisions have been evaded by its opponents. We see by the statement which was read the other day by my hon. friend from Amherst that large numbers of people in the county of Halton applied to the physicians and got liberty to procure liquor from the druggists. I have been looking over that list and I find that a great many of them bought whiskey, the poorest liquor they could possibly procure if they were really sick. I think some of them went on the principle that the Irishman did when the doctor told him to get a bottle of whiskey and rub his bruised shins with it: he drank the whiskey and rubbed his shins with the bottle. There is a great deal of that kind of thing going on, and I am surprised that a medical man should give certificates in the manner they have been given in Halton. I think my hon. friend from Ottawa used too strong language altogether in speaking of one of the medical men, but perhaps under the circumstances he felt strongly. If I were living in that community I should be sorry to trust a man who would do as that physician did and I trust that the temperance people of Halton will scout that man and have nothing more to do with him. Let him deal with the liquor dealers and the liquor drinkers.

I went with the hon. member for Sarnia at his request to wait upon the Prime Minister in reference to his Bill, not because I felt any desire or disposition to take any particularly active part in the matter, but because he requested me to go. I must say we were treated by the Prime Minister with a great deal of courtesy, and from what he and his colleagues stated on that occasion I had hopes that there would be no difficulty in securing the passage of this Bill for the relief of our friends in the Maritime Provinces: but it seems that is not to be the case, and if the Act is to be destroyed the consequence must rest with those who are moving these amendments. I think the senior member for Halifax is moving in a wrong direction. He should recollect as a physician that it is not beneficial to many to use even beer or light wines. Now beer is deleterious in its effects. An hon. friend near me spoke of a gallon containing so much water. On one occasion I think forty-one actions were taken against Mr. Delavan of Albany by the brewers, be-

cause he spoke strongly of the way their beer was brewed. On the very first occasion that he had to defend himself he was successful. He proved that not only was the water taken from cess pools of the city, but that it was taken from stagnant ponds into which the carcasses of horses, cats, dogs, etc., were thrown, and this water was actually carted away to those breweries and used in the manufacture of beer. In the first case he proved so successfully all the allegations he had made against them that the jury were unanimous in sustaining him, and no more actions were brought to trial. If that is the case with Albany may it not be so in other places? It is not to be supposed that the three quarts and the pint of water in a gallon of beer are really clean water. If it was, then all the dirt and filth in that gallon of water must have gone into the other pint which was supposed to sustain the party who drank it. I am well aware that beer has a bad effect; I know it is intoxicating. I have seen men intoxicated from the use of it and I say that it is not fit to drink, particularly the way it is made.

I think we should pause before we adopt any amendments to this Bill which would have a tendency to destroy its usefulness. Let the Act have its trial for two or three years more—say the life of this Parliament, for I believe it will live out its natural life. I have no idea that the Government will be defeated. Let the Act have a fair trial for two or three years longer, and if those who come to the next Parliament think it is having a bad effect let them repeal it.

There is another thing to which I wish to refer: I think some hon. gentlemen in this Chamber have taken a little too much latitude when they so thoroughly condemn temperance men. I have been a total abstainer for fifty-seven years, and I ask the Minister of Justice, who has known me so long, whether he has ever known anything against my moral character as a temperance man.

HON. SIR ALEX. CAMPBELL—Not in the least.

HON. MR. FLINT—And I say that the same can be said of most of the temperance men in this country. I do not think it is fair for hon. gentleman to belittle those who are working in the temperance cause. No doubt there are amongst them many hypocrites.

HON. MR. ALMON, hear hear.

HON. MR. FLINT—And so there are in the medical profession—I know that for a fact. I have taken some little pains to expose the hypocrisy of some of them—even of some members of Parliament, as my hon. friend from Sarnia well knows. There are hypocrites, no doubt of it, but all are not hypocrites, and it is wrong to condemn them all. If one man in a neighborhood steals a horse it is no reason why every man in that community should be taken for a thief. I shall not retaliate by calling those who are opposed to the temperance movement, hard names. If they drink their grog, whether at home or down in the hole below, I do not meddle with them. I see them going down; I do not know what they go there for but I can guess: when you see a rat's tail stuck out of a hole you know the rat is not far off. I allow every hon. gentleman to do what he thinks is right. I state my principles before the world, and I am prepared to stand or fall by them. While I would urge others to do as I do in reference to this matter, I do not insist that they shall do so. I would not take any man by the throat and say that he must adopt my principles, nor shall I permit any one to force his principles on me.

I do not wish to protract the debate at this late hour. I want to see the business of the country going on. I think it is decidedly wrong for the hon. member from Amherst to bring in his amendment and to undertake to destroy the Bill. If it is carried I trust to the good sense of the hon. gentleman who has charge of the Bill to withdraw it and let the Scott Act stand without amendment; but if the Bill should be amended and become law then good bye to the Scott Act. Then an agitation must arise throughout the length and breadth of the land which in twelve months will astonish the members of this House as well as the gentlemen in the other Chamber. Depend upon it, if you destroy the Scott Act you will find thousands and tens of thousands of petitions coming up to Parliament to have a more stringent law passed. The overwhelming

number of the petitions and the respectability of those signing them will be the means of compelling Parliament to do something to stay this great moral evil—I may say this great curse. I do trust that the House will think twice before doing anything which will have the effect of destroying the Scott Act. If they cannot let us have the amendment which we ask for we would rather have no legislation at all. I think it is the duty of every member of this House to be careful not to offend anyone. That is the course I have pursued during the twenty-two years I have been a member of the Upper House and prior to that in the Legislative Assembly, and I am sorry for those gentlemen who spoke so strongly last night against the temperance movement, because when you touch one, you touch all. I do not suppose that my remarks will have the effect of changing one vote. I did not rise with that expectation, but merely to express my regret that the hon. member for Amherst should move this amendment, and that my hon. friend from Halifax should propose another equally bad. I trust that the common sense of the House will reject both of them.

Hon. Mr. GIRARD—I regret that I shall have to vote against members of this House, with whom I usually co-operate. I was pleased, in 1878, when the Temperance Act was passed, because I believed it would produce a great moral improvement amongst the people. Since then I have used my efforts to extend that law as much as possible, and I think it has dried more tears of unhappy people, given more bread to the poor, and furnished protection to more friends who are in positions of usefulness to-day, but who otherwise would have been in disgrace, than any other legislation of this Parliament. I feel it therefore my duty to do all I can to improve the Temperance Act, which has accomplished so much good. If the amendment which has been proposed should be adopted, it would destroy the Act, and with it all the good that it has done up to the present time. The amendment of the hon. member for Amherst would injure the Act. The amendment of the hon. member for Halifax would destroy it altogether, because there are no worse dens than those houses which are permitted to retail what are called "soft drinks." They expose to the public only beer, wines and syrup, but we know what is behind these—bitters and ardent spirits of the worst character. I am sorry to find this amendment introduced in the way it has been, and I think the Government should have opposed it strongly. If I am called upon to record my vote, I shall without hesitation give it in support of the Bill as it was introduced, and against the amendment.

Hon. Mr. TRUDEL—Before being called upon to vote I think it is but right for some of us to refer to the constitutional character of this Bill. I believe that this measure, especially the part of it which is now under discussion, is not within the jurisdiction of this Parliament. I do not go so far as to say that the whole subject of prohibition of the sale of liquors is beyond our powers. To have a perfect temperance law we should have, in my opinion, joint action on the part of both the Local Legislatures and the Federal Parliament. If I thought that this legislation would be definitive I should vote not only against any amendment but against the Bill itself. I believe there is a tacit understanding all over the Dominion, and especially in Parliament, that the principle of this measure and of all the measures which relate to the sale of liquors, will be tried before another year passes, and that a careful study of the question will be made by the Supreme Court or the Privy Council. I think it is our duty, as far as lies in our power, to make the law on the Statute book operative as far as possible until the respective powers of the Federal Parliament and the Local Legislatures are clearly defined. I admit that there is a great deal to be said in favor of the amendment proposed by the hon. member for Amherst, but, on the other hand, there are equally strong reasons in support of the system advocated by the hon. member from Sarnia. To my mind the system which favors more directly the interests of temperance is the one which should commend itself to our judgment. I quite agree with the remarks which fell from my hon. friend from Toronto (Mr. Allan) and I believe, whatever our private views may be as to the different systems which have been submitted for our con-

sideration, that the best course to pursue, since the majority of Parliament has seen fit to enact the existing law, is to give that law a fair trial. In my opinion a somewhat different act from the existing law should have been adopted, but since the Scott Act is on the Statute book I do not see why we should refuse to give those who approve of the law, an opportunity to show the good effects which may result from its operation. For these reasons, and reserving the question of jurisdiction, I shall vote against the amendment, and for the Bill as it stands.

HON. MR. MACFARLANE—Those who are opposed to the amendments proposed by the hon. members from Amherst and Halifax set all of us down, who are willing to support them, as being opposed to temperance.

HON MR. VIDAL—No. no.

HON. MR MACFARLANE—I wish to say for myself that no person abhors more thoroughly than I do a drunkard. I believe drunkenness is one of the most abject of vices to which a human being can be adicted. Persons who give way to it become almost worse than the animal, but we believe—at all events my belief is—that in place of injuring the cause of temperance, the amendment introduced by my hon. friend, is calculated to advance the cause of temperance. We believe, as the hon. Minister of Justice has said, that to accomplish anything by legislation of this kind you must have in support of it the strong moral sentiment of a large proportion of the people of the country. Without that support it is impossible that the Act can be beneficial. Now what did we hear last evening? I listened with astonishment to the statement made by my hon. friend from Charlottetown. If there is any part of this Dominion where one would suppose the Scott Act could be effectually operated, it is Prince Edward Island. It is a Province standing by itself, to which there is no access for six months of the year. It has been said by several gentleman here that it is difficult to enforce the Act in one county when people can cross the line into the next county and purchase as much liquor as they want. Now, Prince Edward Island is divided into three counties, and the Scott Act has been adopted by the whole of them. It has been in operation four or five years—in full and complete operation throughout that Island. Now, what was the statement made here? The hon. member for Charlottetown, corroborated as he was by another senator from the Island, stated that to-day in the City of Charlottetown, intemperance is so alarmingly prevalent, and the quantities of liquor introduced into that country, and consumed, are so great, that really it has become an intolerable nuisance. Now, if on that Island where they have complete control, where there is no outside population to interfere with them, the strong efforts of the temperance advocates, and the strong moral sentiment of the people who favor the movement, cannot carry the Act into operation, how can the friends of temperance suppose that they can, without having the popular sentiment with them, prohibit the sale and use of liquor to any considerable extent? I believe that true temperance can best be secured by a thoroughly stringent license law. Take the license law which was passed here last session—a license law prepared, not by the opponents of temperance, but called into operation by a committee, including some of the strongest friends of temperance in Canada. That law is in operation throughout the Dominion. It is true that differences of opinion exist as to its legality, but at all events the Commissioners are sitting to-day over a large portion of this country issuing licenses. Those licenses will be in force in every one of the counties where the hon. gentleman's Bill is intended to operate, and even if this measure should fail to pass, the Dominion Act will be in force. So I think the cause of temperance will be more effectually served by establishing a good license law, so that the people can see how the traffic is being carried on. Under the Scott Act one thing is certainly done: the temperance men light down on every respectable man, and they cannot deny that a number of liquor sellers throughout this country are highly respectable men. They light down on every one of those and crush them out. They dry up every source of supply that is respectable over this country, but what is the result? The

result is that the rookeries, the dens of infamy start up, and wretched people are drawn into them after dark, where the eye of the public cannot see them. There is not a gentleman in this Chamber who does not know that over this whole country you can scarcely go anywhere without hearing of those dens of infamy, though you cannot tell where they are. This Act closes the drinking places that are known, but it is impossible to suppress those dens where the vilest liquors are sold, where the youth of the country are led astray and poisoned. I favor temperance; I abhor the man who immoderately indulges in ardent spirits, but the true way to promote temperance in this country is, first by cultivating the moral sentiment, and letting those who will take intoxicating liquors go to respectable places, where the eye of the public will be on them. If the hon. gentleman's Bill utterly fails, you have that to fall back on. What is the object of my hon. friend's amendment? Those who are opposed to it say that it will utterly destroy the Bill if you ask, not a majority of three-fifths of the voters to sustain the Act, but a majority of three-fifths of the voters who go to the polls. We are asked to believe that if, in place of taking the majority of the votes, as is now done, a three-fifths majority of those who go to the polls is required, you will utterly destroy the Act. If that should be the effect, then I do not believe that the friends of temperance are as strong and active as they think they are. No one can doubt their sincerity. No one can doubt that my hon. friend from Sarnia is animated by great anxiety for the cause he has at heart, and that he sincerely believes he is doing the best thing that possibly can be done for the temperance cause in this country. Now, I do not consider that it is the best thing that can be done, and yet I have as much right to hold my opinion as he has to entertain his, and I am as strong a friend of temperance as the hon. gentleman himself. I say unless you carry with you the strong moral sentiment of the country I do not believe it is possible to bring into operation any law that will remedy the evils of intemperance, and bring our people to that different state of mind that those hon. gentlemen desire to see. I feel that in supporting the amendment I am working, not in the cause of intemperance, but in the cause of temperance. If the hon. gentlemen will agree to take this amendment they will carry with them the very strong sentiment of large bodies of the population that at present feel hostile to their measure. When they find that a majority of three-fifths of the votes polled are cast in favor of the Act they will see that there is a strong moral sentiment in its favor. Animated by these sentiments, I shall vote for the amendment of my hon. friend from Amherst.

HON. MR. MCCLELAN—Whatever may be the motives of the hon. mover of the amendment, I have little doubt that if both amendments are carried they will destroy the Act. In the place where I reside the Scott Act has already been voted on and is supposed to be in force, and therefore the first amendment will not affect us there. Speaking of the working of the Scott Act, I may say that it has not come up to the expectations of its many friends, but I should like to call attention to the reasons for this. I think the responsibility of the non-working of the Scott Act does not rest on the temperance workers, or on that half a million of petitioners who came here and asked for this restrictive measure. That Act was passed with a view of acceding to their earnest demands, and when it became law the effect of it was shown. As we always find in the passing of any general act, there were found in the working of it some defects which could not have been foreseen. As soon as the Act came into force they were discovered. Then sprang up controversies in the courts of law, and we know that the temperance men, who were sacrificing their time and money, not for their own benefit, as their opponents possibly are, (they are perhaps only looking after their own business) but for the enforcement of a law which they honestly and earnestly think is a great moral reformation—they are not in a very good position to keep up continual litigation which naturally grows out of a defective law, and when these defects are shown to exist they naturally look to the Parliament of the country to remedy them. Parliament has failed to do so, and hence have come the results which have been referred to in many districts where the Scott Act was voted upon and carried by

a large majority—larger than the majority suggested by the amendment of the hon. gentleman from Amherst—even in those places where the temperance workers were desirous to carry out this great and, I believe, excellent reform they were very much crippled by these doubts thrown over it, and by these defects which the lawyers found in it. I have no doubt the judges had given their decisions honestly, but we know that generally there has been doubt thrown on the law. I say the friends of the Act have labored under a great many difficulties, and they look naturally to the Government of this country for a remedy to those difficulties. If the Scott Act has not been as well carried out; if it has not worked as successfully as its friends anticipated—and it certainly has not—the fault does not rest with the temperance men, but the responsibility for the non-success of it rests upon the Parliament and Government of the country. I was very much pleased to find that, acceding to the request of the Temperance Alliance, the Government were willing to make one amendment. There are four or five amendments of other defects which, if enacted, would be most useful to the working of the law, but I was glad that the most glaring one was to be removed, and particularly glad to hear the expression of the Minister of the Interior in introducing this Bill, that he felt it was the duty of the Government either to make a public law, of such importance as this, workable, or else to remove it from the statute book. I thought that was a proper expression, and I was quite in accord with him. Inasmuch as the application had been made for this amendment and this alone, and as it had been thoroughly understood that it was in that direction, and not to introduce any new prineiple whatever, but simply to make a change which would tend to make the Act more acceptable to the people, and more useful in its application, I did hope that the Government would be allowed to carry it through without having it crippled and injured by other amendments introduced at this stage. Again, I can scarcely understand the position which the Government assume. They appear to claim, as I understand, that the first clause in this Bill is a Government clause, and that the second and third clauses, if these amendments carry, are not Government clauses, but a sort of nondescript arrangement. One end of the measure will be Government, and the other will not be—it will certainly be an anomaly in legislation. It will be a sort of legislation which I never heard of emanating from a Government before. I am satisfied that while it must be injurious in some sections of the country, and while the second section, as it stands, will be most useful, that taking Canada as a whole, the second clause will more than neutralize the good effects from the passage of the first clause. I trust, therefore, that this House will not interfere with the just operation of the Bill.

HON. MR. ODELL—I was not in the House when the hon. member from Sarnia began to speak, but came in while he was speaking, and I must confess that I was very much surprised at some of his remarks, because I listen with a great deal of pleasure to everything that falls from my hon. friend as a general rule. I was surprised that he should have taken the opportunity, during the absence of the hon. Minister of Justice to make the remarks he did with regard to him. He stated very clearly and distinctly that he had the pledge of the Government to carry this measure through without any amendment whatever, and expressed his great surprise and astonishment that the Minister of Justice should under those circumstances have expressed his decision to vote for the amendment. Now hon. gentlemen I venture to say that no such pledge was ever given by the Government and it was denied by the Minister of the Interior, and by the Minister of Justice when he spoke before recess. The latter gentleman very candidly and very clearly explained why he was prepared to give that vote. I do not stand here to defend the Government or the members of it; they are far better able to do that for themselves, than I am, but I thought that in the absence of the Minister of Justice it was but right to refer so far to this matter. So much for that. I want now to refer for one moment to the course which the member for Sarnia and the hon. gentleman who last addressed the House have stated as the course that was pursued—more especially the remarks of the hon. gentleman from Sarnia. He admits that they could not venture to bring

this measure before Parliament as a private Bill; and what does that admission amount to? Just to this, that they feel they have not got the feeling of the country at large with them, and they have not got the feeling of the representatives of the country from whom you are to take the expression of the popular voice,—if they had they would have introduced this measure themselves. But what do they do? They first call a caucus, and they then determine to go to the first Minister and try to induce him to give them a pledge that he would introduce a Bill for them, and with that is coupled that other pledge that it was to be carried without amendment. Now, it has been stated before by the Minister of the Interior, that such was not the case.

HON. MR. VIDAL—The hon. gentleman is entirely misrepresenting me.

HON. MR. ODELL—No, it has been denied, and therefore I say such denial is quite sufficient for the House.

HON. MR. VIDAL—I never asserted such a thing.

HON. MR. ODELL—As I said before, if they felt they had the feeling of the country with them, they would have introduced this measure themselves, but now they tell us that after getting this caucus and obtaining the promise of the Government—which has been faithfully carried out—that if this amendment is not withdrawn they will call upon the Government to withdraw the Bill altogether. That is a system of coercion, and the whole thing from beginning to end has been in the direction of coercion upon this House and upon the country at large; otherwise the Bill never would have been introduced in this House in the way it has been brought before us. Are we here to legislate for a class—for what I would call sumptuary measures, and for that purpose alone—or are we not here rather to legislate for what we feel is for the benefit of the country at large? And I say that every member of Parliament has a perfect right to have accorded to him the free discharge of his duty, without having any coercion whatever brought to bear upon it. This only shows, to my mind, the length to which the party with which those hon. gentlemen are allied will go, in order to carry out a piece of class legislation for their own benefit, which has not heretofore, by their own admission, worked well or to their satisfaction and which is not satisfactory to the people at large. If it were, there would be no difficulty with regard to putting the Act in thorough operation. I do not wish to go into all the particulars with regard to it. I explained my views upon the second reading of the Bill and I do not mean to go over them again, but I must confess that, under the circumstances, I think it comes before us in such a questionable shape that, whatever one's feelings may be with regard to the measure, one must regret the course that has been taken. Hon. gentlemen will of course act according to the dictation of their own consciences in the matter, and personally, though I am opposed to the measure at large, I consented to vote for the first clause in this Bill in order to give them a fair opportunity to carry out their views. They say they have really had no trial, but is not five years enough for the trial of the Act?—and they have had that time to put it in operation—yet at the end of five years we are told "Oh no, you must give us another trial!"

HON. MR. SCOTT—It is a little over a year since the Privy Council decided.

HON. MR. ODELL— It is now five years since the Act passed.

HON. MR. SCOTT—The hon. gentleman knows it was suspended by the Privy Council.

HON. MR. ODELL—If from 1878 to 1884 is not sufficient time to try the effect of the Act, it shows it is perfectly useless.

HON. MR. SCOTT—Everybody knows the Act was not before the Privy Council until a year ago.

HON. MR. ODELL—The Act was passed in 1878, and you may depend upon it that long before it was passed the thing was being worked up, and it might have been put in operation without any difficulty whatever.

HON. MR. KAULBACH—It has been in operation for five years.

HON. MR. ODELL—I am not prepared to say the exact time it went into operation, but if that is not sufficient trial, I think it is time that the whole Act was repealed, and if the hon. gentlemen should take a different view from me and are not content to accept the concession now given them, then I think it is proof that we should not be troubled any more with legislation upon the subject.

HON. MR. PLUMB—Before the Bill passess, I think it is due to myself to say a word. Last night when the question was under discussion, having reference to the body of the Bill, which undertook to correct a little difficulty in the carrying out of the Act, I stated—I intended to be understood in that direction—that I thought the measure having been carried and put on the Statute Book, ought not to be defeated by any technical difficulty, and that inasmuch as licenses had not been granted in certain portions of the Dominion, and consequently the Act could not there be put into operation at all, some amendment should be made which would cover that particular case, and that it was scarcely fair to those who projected the measure and brought it in, that it should be defeated by any indirect means. I believe I endeavored to make myself perfectly understood upon that, and I also tried to make myself perfectly clear that if any amendment were offered whereby that section should be rendered inoperative, I certainly should vote against it.. The amendment of my hon friend from Amherst stands on an entirely different footing, for that is an addition to the Bill, while the other measure which I had indicated as being fair to the supporters of the temperance movement, was passed. That, therefore, is done with, but we are now discussing an entirely different proposition. In the other House, when it was proposed to amend the Act in such a way as to ensure larger support for it, I took the ground that it would be better for the advocates and supporters of the measure that it should have the moral support of a considerable portion of the community in which it was to go into effect. It is found—and I think it is understood even by those who are its greatest supporters—that in many respects its operation has not been satisfactory. I myself have never been in favor of measures of that kind and I have always expressed myself in that way with great clearness and frankness, whenever the question came up. In the other House, when it came up I spoke against it, and when it was proposed to bring a larger majority to bear upon its adoption, I was in favor of the proposition. I said last night, and I still say, that it would be unfair to measure the majority by the nominal majority which stands upon the voters list, because the vote does not come out, even in heated political contests to the extent of the actual vote on the voting paper, but falls very far short of it. Now. I had a great deal of hesitation in my mind whether I should state frankly to the House what is my conviction in this matter, or whether I should let the thing pass and abstain from voting at all. I do not think, however, that that would be fair or just. I think that the opponents of the amendment have weakened their cause very much by saying that it would have the effect of preventing the operation of their Bill. A measure of this kind—notwithstanding the criticisms of my hon. friend from Sarnia, whose enthusiasm and sincerity I respect greatly—should be called a sumptuary law, for it is regulating something that we can do, in the sense of restricting our liberty of action—there is no question about that at all. It is the same principle that would be applied to dress or to any other thing, which ought to be left to the judgement of the individual as largely as possible.

HON. MR. SCOTT—The License Law is the same.

HON. MR. PLUMB—Well, I am in favor of the License Law. There is no use in attempting to discuss that, for it is admitted by everybody, and the only thing in which we differ is the means by which a mitigation of the evil is to be obtained. It is admitted by hon. gentlemen that the working of this Act has not been satisfactory, and certainly it is a very grave admission that it will not stand the test of a vote of three-fifths of those who vote upon the question—not three-fifths of those on the voters' list. My hon. friend made the statement that there was no such precedent in Ontario ; that there was nothing like

requiring that three-fifths of the voters who go to the polls should be asked to support the Bill. Well, the majority principle is a rough and ready rule, by which we govern all things, not at all a philosophic or sound principle in all respects; but here, where a community are to be hampered—as many of them consider they are—by certain restrictions, where, unsolicited, this law has been pressed upon them, I do not think it is unreasonable to ask that there should be a decided expression of the people in the district in which this Act is to be enforced. I think this is right, and that it is in the interest of the movement itself. Every time this discussion comes up and it is insisted that such a restriction as is proposed will kill the measure, it shows that it has not the hold upon the popular mind which it ought to have in order to be obeyed and honored as it should be, and to have the respect of the community as it ought to have. If a community feel that only a small portion of the people have forced this Act upon them, there is naturally a restiveness about it. Every one knows that in all cases of this kind the active vote is always the smallest, and is composed of the energetic, earnest, zealous men who seek to force voters to go to the polls. The others are supine and will not go out, although they may have their opinions, and those opinions will govern, very largely, the action of the community. We see that was the case in the County of Halton, where the Act was passed, but where it proved a perfect mockery. I do not wish to go outside and to discuss the question largely, but there is evidence that it is a mockery, and the inference is that there is a defect somewhere. It does not have a proper effect and it is better for a community that there should be open permission for men to get what they want, than that it should be done secretly. An Act of this kind would be the means of causing deception and underhand work, such as there has been constantly wherever these Acts have been enforced. I know that the Mayor of Bangor who had been one of the strongest advocates of the Maine law, was forced by his own conscience to come out and acknowledge that the city in question was in no way affected by the Maine liquor law, that there was more drinking and more immorality connected with it than I dare even to state here, because I do not wish to make an argument against the Act itself. I would like to see it in force with the fair consent of the community to which it is to be applied. I have never hesitated to say that no matter how the license law was made, I would support it, but this stands upon an entirely different footing. I doubt whether, if they are restricted to certain districts, the evil can never be overcome unless the legislation is made universal. That is the primary difficulty about the whole matter, and so long as it exists it will be impossiple to carry it out. Hon. gentlemen admit there is no restriction in one way—that everybody can import as much liquor as he likes, but those who cannot bring it in by wholesale are obliged to resort to some other method. Under these circumstances I regret very much that an attempt has been made to show that a measure of this kind—of which we now know the history, and which was introduced as a Government measure at the solicitation of our friends who are the advocates and supporters of the Act—should be passed in its entirety, and not have an amendment which does not affect the principle. That, I think, is not a fair statement of the case, for the Government fulfilled its duty, and those who supported the Government fulfilled their duty when that section which made the law as operative where there were no licenses granted, was passed. That was the end and aim of that Bill. Now, if any hon. gentleman chooses in his place to press an amendment, it rests with any hon. gentleman, no matter how strongly he advocated the passage of that particular section which put the law right—and in all fairness I should state it should be passed without interference—to vote upon the extraneous matter in addition to the Bill—whatever it may be—as his judgment dictates. With that view, which I believe to be a sound one, and with this candid statement of my position in the matter, I shall feel constrained, in accordance with what I have done whereever I had an opportunity of expressing my opinion upon a measure of this kind,—to vote for the amendment of the hon. gentleman from Amherst. My opinions have never varied in this matter from the time when Mr. Delavan introduced his celebrated measure in 1851 or later, at

Albany, which was intended to go into operation on the 4th of July, but which was never enforced, as it was violated on the very first day of its existence, and no test was ever made of it.

The House divided on the amendment, which was rejected by the following vote:

CONTENTS:

Hon. Messrs.

Almon,	McKay,
Archibald,	McKindsey,
Botsford,	McMillan,
Campbell,	Macfarlane,
(*Sir Alex.*),	Montgomery,
Carvell,	Nelson,
DeBlois,	Northwood,
Dever,	O'Donohoe,
Dickey,	Odell,
Ferguson,	Plumb,
Glasier,	Robitaille,
Howlan,	Smith,
Kaulbach,	Turner,—25.

NON-CONTENTS:

Hon. Messrs.

Allan,	Macpherson,
Armand,	Miller (Speaker),
Baillargeon,	Pelletier,
Bellerose,	Power,
Boucherville, de,	Pozer,
Chaffers,	Reesor,
Chapais,	Scott,
Flint,	Skead,
Girard,	Stevens,
Grant,	Sutherland,
Haythorne,	Trudel,
Leonard,	Vidal,
McClelan,	Wark,—27.
McInnes,	

HON. MR. ALMON—I move that the Bill be not now read the third time, but that it be referred to a Committee of the Whole House to add this clause: "That the dealing in ale, porter, lager beer, and cider may be excepted from the operation of the Canada Temperance Act, 1878." I have altered my motion slightly as compared with the one I gave notice of last night, because my hon. friend the senior member for Halifax has ascertained, beyond a doubt, that you need not give notice of motions that you bring forward. Therefore, I have dropped part of this, which referred to wines, as there may be some doubt about them, but ale, porter, lager beer and cider are the products of the country, and in addition to that they are really the temperance drinks of the country. I shall say very little about this question, but must refer to the statement of my hon. friend from Fredericton, who said that Hogarth had described the drinking of beer as an injury to the human race generally. Now, Hogarth did nothing of the kind, and the hon. gentleman is the first person, within my experience, who has said that Hogarth portrayed what he did not intend. The book is now on the table of the House, and the letter press at any rate cannot be misunderstood by the hon. gentleman.

The Senate divided on the amendment which was rejected on the following vote:—

CONTENTS:

Hon. Messrs.

Almon,	McKindsey,
Botsford,	McMillan,
Campbell (Sir Alex)	Macfarlane,
Carvell,	Montgomery,
DeBlois,	Nelson,
Dever,	Northwood,
Dickey,	O'Donohoe,
Ferguson,	Odell,
Glasier,	Pozer,
Howlan,	Robitaille,
Kaulbach,	Smith.—23.
McKay,	

NON-CONTENTS:

Hon. Messrs.

Allan,	McInnes,
Archibald,	Macpherson,
Armand,	Miller (Speaker)
Baillargeon,	Pelletier,
Bellerose,	Plumb,
Boucherville, de,	Power,
Chaffers,	Reesor,
Chapais,	Scott,
Flint,	Skead,
Girard,	Stevens,
Grant,	Sutherland,
Haythorne,	Trudel,
Leonard,	Vidal,
McClelan,	Wark.—28.

THE SPEAKER—The question is now on the third reading of the Bill.

HON. MR. MCMILLAN—Before this vote is taken I wish to propose another amendment, that sub-section four of section ninety-nine, be amended so as to read after the word "inhabitants" in the eighth line "such sale for medicinal purposes to be in quantities of not more than one pint." Hon. gentlemen will see by reading the clause that it provides that the minimum quantity to be sold is to be

one pint. From the abuse, and the ridicule and contempt in which medical men, and the profession to which I have the honor to belong, and of which I am only an humble member, have been subjected in this House, I think it is due to it that the clause should be so amended. By the returns that we have now before us, from the County of Halton, of the sales of liquor that have taken place under medical certificates in that county, I do not think that the medical men merit the odium that has been attempted to be cast upon them. The quantity of liquor that can be sold under a medical certificate, is not fixed by the Act as to the maximum, and by a reference to the sales that have been made by one gentleman in that county, a Mr. Pierce, we find that out of 3,875 sales under medical certificates, only fifty-three are in pints. Now, with all those sales, the total quantity is 760 gallons. To show that medical men are not responsible for the sale of this quantity of spirits, I can find but a few sales that have been made in quantities greater than a bottle. It appears to me that the druggist who had control of this enormous trade had arranged his sales so as to be in those quantities, which every man knows to be the capacity of an ordinary bottle, from a pint to pint and a half. If the medical men were acting in collusion with the druggists, I think you would find that if those sales were not made for medicinal purposes, they would invariably be in larger quantities, because the object would be, if the doctor was acting in collusion with the druggist, that the sales would be in large quantities, in order to make a greater profit. That being the case I do not think that the medical men should be made the butt and ridicule of this House, nor would I, as a member of the profession, wish it to go to the country that they are to be held responsible, as the executive officers, for the failure of the Temperance Act in many districts. The hon. gentleman from Ottawa went out of his way during this debate to abuse the profession. As the result of his experience in 25 years, he contended that the use of alcohol was not necessary in the practice of medicine. The hon. gentleman knows the value of a non-professional opinion. If he were a member of the medical profession I would certainly respect and value his opinion; as I would the opinions of eminent men in the profession, if he found them to support it. I believe that there are medical men who are opposed to the use of alcohol in their practice, but they are in the minority. There are those who say, "Never use the lancet, or you will kill your patient;" and others in the profession who say, "Never use calomel, or you will kill your patient," but they are in the minority. I could, if necessary, produce authority to show that alcohol is absolutely necessary in medical treatment in certain cases. Why is the use of alcoholic stimulants taught in the schools of medicine, and every student instructed that the use of alcohol is necessary in the treatment of certain diseases? If the use of stimulants was not necessary, would it be taught by gentlemen holding positions as Professors in those colleges? Would they not refrain from teaching such a doctrine as that? There is not an institution in this country, nor in any other country, that teaches that the use of alcohol is not necessary in the practice of medicine. For these reasons I beg to submit this amendment, in the hope that it may carry, and if the Scott Act should prove in the future to be a failure, then the fault will not be laid on the shoulders of the medical profession of Canada.

HON. MR. VIDAL—I do not know if the hon. gentleman has a seconder for his motion; but if he has not I shall be happy to second it. I think the change would be a decided improvement in the Bill and if it is to be adopted, I hope it will be carried, without going into committee, as an amendment on the third reading of the Bill.

HON. MR. ODELL—Does the hon. gentleman recollect that it is an amendment to the Bill?

HON. MR. VIDAL—I do.

HON. MR. ODELL—The hon. gentleman deprecated a little while ago any amendment; that it was the Bill, the whole Bill, and nothing but the Bill he wanted; and now he gets up and seconds an amendment to this very Bill that a few moments ago there was to be no change in, and if

by any chance there was an amendment to it, he would call upon the Minister of the Interior to withdraw the measure.

HON. MR. VIDAL—I must acknowledge the inconsistency; it is a very fair shot at me.

HON. MR. SCOTT—It would be much better to allow this Bill to go in the shape it is. I look upon that amendment as a piece of waste paper. We know very well that whether it is a pint, over a pint, or less than a pint makes not the slightest difference. If you restrict to a pint, a medical man may prescribe it three times, or ten times a day.

HON. SIR ALEX. CAMPBELL—Why should you insist upon a patient drinking more than a pint?

HON. MR. SCOTT—I do not insist on him drinking any at all. The law can be evaded. A prescription can be given in the morning for a pint, and in the afternoon for a pint, and the evening for a pint, with half a dozen intervening pints if he wishes. If the profession are so anxious, as my hon. friend who has just spoken appears to be, to carry out this Act in its integrity, and restrict the use of alcohol to a prescription, certainly the quantity taken will be considerably less than a pint; therefore the quantity in the statute is really a matter of the most supreme indifference, because if a man chooses to order gallons of it he has ways of doing it even if you do restrict him to a pint. It is much better to let the Bill go as it is.

HON. SIR ALEX. CAMPBELL—Here is an hon. gentleman who is an advocate of cold water and the total abolition of the use of stimulants, insisting on including among the provisions of the Bill one declaring that a medical man must give a prescription of more than a pint of alcohol to a sick patient.

HON. MR. SCOTT—No, no.

HON. SIR ALEX. CAMPBELL—That is what the hon. gentleman will have.

The House divided on the amendment which was negatived on the following division:

CONTENTS:

Hon. Messrs.

Bellerose,	O'Donohoe,
Campbell (Sir Alex)	Odell,
De Blois,	Plumb,
Dever,	Pozer,
Kaulbach,	Robitaille,
McInnes,	Smith,
McKay,	Sutherland,
McKindsey,	Turner,
McMillan,	Trudel,
Macdonald,	Vidal.—21.
Nelson,	

NON-CONTENTS:

Hon. Messrs.

Allan,	Leonard,
Almon,	McClelan,
Armand,	Macfarlane,
Boucherville, de	Macpherson,
Chaffers,	Miller (Speaker),
Chapais,	Pelletier,
Dickey,	Power,
Flint,	Reesor,
Girard,	Scott,
Grant,	Skead,
Haythorne,	Stevens,
Howlan,	Wark.—24.

The Bill was then read the third time, on a division, and passed.

INSOLVENT BANK AND TRADING CORPORATIONS WINDING UP BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (G), "An Act further to amend the Act forty-five Victoria, chapter twenty-three, intituled 'An Act respecting Insolvent Banks, Insurance Companies, Loan Companies, Building Societies and Trading Corporations.'"

He said: This is a Bill to amend the Act for the winding up of insolvent companies by allowing the Act 45 Vic., Cap. 23, to apply to trading companies which have not been mentioned in that Act, and also to provide that companies now insolvent, and as to which difficulties were found in the winding up, may be brought under the operation of the Act. These are the objects of the Bill—one to extend it to trading companies, the other to extend it to companies which are now being wound up under defective Bills.

The motion was agreed to and the Bill was read the second time.

DOMINION LANDS ACT AMENDMENT BILL.

THIRD READING.

The order of the day having been read for resuming the adjourned debate on the hon. Mr. Dickey's motion in amendment to the hon. Mr. Macpherson's motion for the third reading of the Dominion Lands Act, 1883, Bill,

HON. MR. HOWLAN said: In moving the adjournment of the debate last night my object was not to prolong the discussion, but more to find some solution of the difficulty which occupied the attention of the House. With that object in view I would suggest to my hon. friend from Amherst, if he can see his way to it, to withdraw his amendment in favor of one that I hold in my hand, which would, I think, meet with the favor of the House. I first thought of moving it as an amendment to his amendment. It is to strike out all the words in the second clause after "residence," in the twenty-second line, to "situated" in the twenty-ninth line, and substitute therefor the following, namely: "within the radius of two miles of his homestead quarter-section."

HON. MR. PLUMB—What limit would that give him?

HON. MR. HOWLAN—That would give him a limit of about eleven quarter-sections. The amendment would be to the effect that the homesteader could live with anybody; that he might live with an acquaintance or a friend, or become servant to a farmer in the vicinity and work with him, or live within a radius of two miles of his homestead. Would my hon. friend from Amherst accept this amendment in place of his own?

HON. MR. DICKEY—It would be hardly fair to withdraw my amendment until I see what is the fate of the amendment proposed by the hon. gentleman.

HON. MR. MACPHERSON—I need not tell the House that at all times I am very anxious to defer to the wishes of the Senate so far as I believe the safe administration of the North-West Territories will admit. The amendment now proposed by the hon. gentleman from Prince Edward Island, will, in my opinion, be very much less objectionable than that proposed by my hon. friend from Amherst. Even that of the hon. gentleman from Prince Edward Island will increase the difficulties and the cost of administration, because it will enable a settler to live on any one of eleven sections, which means eleven sections with a radius of two miles from his homestead; but still that additional expense can no doubt be met—that is, the proper check can be kept upon the good faith of the settler, and I am willing to accept that on behalf of the Government.

HON. MR. DICKEY—I trust I may in this instance, as at all times, be willing to meet the Government half way. The House will remember that the amendment which I proposed was, as I conceived, in the interests of the Bill, to make it more liberal and to make it more acceptable to the community in the North-West than the clause as it stood. This suggested amendment removes the chief objection I had to the clause, which comfined the benefit of that outside residence to persons who have a father or mother or brother or sister. This clause will put all on the same footing. It is the principle I contended for, and if that principle is conceded, I have no objection to substituting the hon. gentleman's amendment for my own. My hon. friend did me the kindness to show me the amendment—I think it is but right to advert to it, and as I think on all occasions it is desirable that a gentleman should give way to the opinions of his friends to a certain extent and above all to know when to give way; and as it is an improvement on the existing law, I have great pleasure in accepting the amendment, and I ask the leave of the House to withdraw my amendment.

The amendment was withdrawn.

HON. MR. MACPHERSON—If the hon. gentleman from Prince Edward Island (Mr. Howlan) will allow me I will introduce those words into the Bill myself, and it will not appear as an amendment at all.

HON. MR. HOWLAN—I have no objection to that course.

HON. MR. MACPHERSON moved that the Bill be re-committed to a Committee of the Whole House with instructions to make certain amendments.

The motion was agreed to.

HON. MR. MONTGOMERY, from the Committee, reported the Bill with several amendments.

The report was received, and the amendments were concurred in.

HON. MR. MACPHERSON moved that the Bill be read the third time presently.

HON. MR. REESOR—I beg to call the attention of the House to the fact that while I admit that the Bill is an improvement on the law as it stands, it is still exceedingly narrow and circumscribed, and the idea thrown out by the Minister of the Interior seems to carry with it the view that it is possible for the Department of the Interior to have charge of all the homesteaders in the North-West Territory, to know where they live.

HON. MR. MACPHERSON—I beg the hon. gentleman's pardon, I said nothing of the kind.

HON. MR. REESOR—It will be very difficult for the Department to keep the homesteaders within such a prescribed district, I move that the Bill be not now read the third time, but that it be referred back to a Committee of the whole House with instructions to amend the same by striking out all the words after "residence" in the 26th line of the 2nd clause, to the word "in" in the 29th line.

The amendment was declared lost on a division.

The Bill was then read the third time and passed.

MASTERS, MATES, AND SEAMEN'S BILL.

THIRD READING.

HON. SIR ALEX. CAMPBELL moved that the House resolve itself into a Committee of the Whole on Bill (116) "An Act to amend an Act respecting certificates to masters and mates of ships, and the Seamen's Act of 1873."

The motion was agreed to.

In the Committee,

HON. SIR ALEX. CAMPBELL said that the 1st clause of the Bill proposed to reduce the class of vessels as to which the Bill is to be applied from being 150 tons to 100 tons.

HON. MR. POWER would like to know what was the occasion for this Bill, and what the exact effect of it would be.

HON. SIR ALEX. CAMPBELL said at this moment vessels of less than 150 tons could sail to a foreign port without a mate or a master who had passed examination, but under this Bill they would not be able to do so unless the vessel was under 100 tons.

HON. MR. POWER was pleased that the Minister had made the change. He (Mr. Power) had pointed out in a discussion on a measure of this kind last year the necessity for such legislation, and it had not been adopted.

HON. MR. BELLEROSE, from the Committee, reported the Bill without any amendment.

The Bill was then read the third time and passed.

JUSTICES OF THE PEACE OUT OF SESSIONS BILL.

THIRD READING.

HON. SIR ALEX. CAMPBELL moved that the House resolve itself into a Committee of the Whole on Bill (I), "An Act to amend an Act respecting the duties of Justices of the Peace out of Sessions in relation to summary convictions and orders."

The motion was agreed to.

In the Committee,

HON. SIR ALEX. CAMPBELL said the object of this Bill was to afford an appeal from the decisions of magistrates in Muskoka, Parry Sound and Haliburton.

The second clause was for the purpose of fixing the court to which those appeals should be taken.

HON. MR. ALLAN, from the Committee, reported the Bill without amendment.

The Bill was then read the third time and passed.

ONTARIO BUILDING SOCIETIES BILL.

AMENDMENTS CONCURRED IN.

HON. MR. ALLAN moved that the amendments made by the House of Commons to Bill (B) "An Act to amend the Acts Fortieth Victoria, Chapter Forty-nine and Forty-fifth Victoria, Chapter twenty-four, being Acts relating to Permanent Building Societies and Loan and Savings Companies, carrying on business in Ontario," be concurred in.

He explained that the amendments were not of a very serious character. The most important was the addition of a clause to authorize such societies to invest in Dominion, Provincial and other debentures.

The motion was agreed to.

GAS AND GAS METERS INSPECTION BILL.

THIRD READING.

The House resolved itself into Committee of the Whole on Bill (108) "An Act to amend the Acts respecting the Inspection of Gas and Gas Meters."

In the Committee,

HON. MR. POWER wished to know why the forty-fourth section of the Act was changed. Under that section one-half the penalty recoverable from parties infringing the law was payable to the informer and the other half to the Dominion. Under this amendment the inspector was required to bring such suits and the amounts recovered by way of penalties should be accounted for to the Department of Inland Revenue.

HON. SIR ALEX. CAMPBELL said that the experience of the Department was that the Act, as it stood, tended to encourage informers, and to have gas companies molested with little cause, and sometimes without reason, and it was thought better to leave the prosecution of parties who infringed the Act to the inspector.

HON. MR. ALLAN wished to know if this measure would touch a case of which complaint was made of late years, that gas is made of coal oil which clogs the gas meters and has been found otherwise injurious.

HON. SIR ALEX. CAMPBELL said there was nothing to prevent that, but they must produce a light of the intensity specified in the Bill.

HON. MR. WARK, from the Committee, reported the Bill with amendments which were concurred in.

HON. SIR ALEX. CAMPBELL moved the third reading of the Bill.

The motion was agreed to and the Bill was then read the third time and passed.

The Senate adjourned at 11:15 p.m.

THE SENATE.

Ottawa, Monday, April 7th 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

MARITIME BANK BILL.

THIRD READING.

HON. MR. ALLAN, from the Committee on Banking and Commerce, reported Bill (66), "An Act to reduce the capital stock of the Maritime Bank of the Dominion of Canada, and to make other provisions respecting the said Bank." He said: There are only two amendments of any consequence that have been made to the Bill. The first is one made at the request of the promoters, altering the date at which the Bill should take effect, and the other is to make clear by what vote of the share-

holders the provision respecting the reduction of the capital stock should be accomplished.

HON. MR. BOTSFORD moved that the amendments be concurred in.

The motion was agreed to, and the Bill was then read the third time and passed.

HAMILTON AND NORTH-WESTERN RAILWAY COMPANY'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (59), "An Act respecting the Hamilton and North-Western Junction Railway Company," without amendments.

HON. MR. TURNER moved the third reading of the Bill.

The motion was agreed to, and the Bill was read the third time and passed.

NORTHERN RAILWAY COMPANY'S BILL.

AMENDMENTS CONCURRED IN.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (57), "An Act respecting the Northern Railway of Canada," with amendments. He explained that the first amendment was merely verbal. As the Bill read, it referred to "The Northern Pacific Junction." As that might be misleading, the word "and" was introduced between "Northern" and "Pacific," making it read, as it was intended, "Northern and Pacific Junction." The other amendment was to strike out the whole of the seventh clause; that was done with the consent of the promoters of the Bill.

BILLS INTRODUCED.

Bill (114), "An Act to amend, and to consolidate as amended, the several Acts respecting the adulteration of food and drugs." (Sir Alex. Campbell.)

Bill (120), "An Act to amend the Weights and Measures Act of 1879." (Sir Alex. Campbell.)

Bill (129), "An Act in further amendment of 'An Act respecting the treatment and relief of sick and distressed mariners." (Sir Alex. Campbell.)

Bill (L), "An Act to amend the North-West Territories Act of 1880." (Mr. Macpherson.)

Bill (131), "An Act to amend the Act to incorporate the Winnipeg and Hudson Bay Railway and Steamship Company." (Mr. Girard.)

BLOCK HOUSES IN NOVA SCOTIA.

HON. SIR ALEX. CAMPBELL—My hon. friend the junior member from Halifax drew attention the other day to the subject of some block houses in his part of the country which are going to ruin, and I promised to speak to the Minister of Militia on the subject. I took occasion to do so and the Minister of Militia writes to me that he is "much obliged to Dr. Almon for bringing the matter before me, and you can say I have sent orders to have the matter investigated. I shall see that the old work is put in order and preserved."

HALIFAX REFORMATORY BILL.

THIRD READING.

HON. MR. POWER moved the third reading of Bill (E) "An Act respecting a reformatory for certain juvenile offenders in the County of Halifax in the Province of Nova Scotia.

The motion was agreed to and the Bill was read the third time and passed.

THE LIBRARY OF PARLIAMENT.

SECOND REPORT OF THE COMMITTEE ADOPTED.

HON. MR. ALLAN moved the adoption of the second report of the Joint Committee on the Library of Parliament. He said: The first matter to which this report refers is an application made through the Speaker of the House of Commons by the Speaker of the Legislative Assembly of Ontario to borrow from the Library cer-

tain documents relating to the early history of Upper Canada. It was not thought proper to grant the request in the form in which it was made. While the Committee were willing to give every facility to those who are authorized to copy manuscripts, they think that under no circumstances should they be removed from the Library. I think this recommendation will be approved of by the House, because it would be incurring great risk to permit the manuscripts to be removed from the library. There can be nothing unreasonable in saying to those who want to get copies that they must make the copies here. The next paragraph relates to the second edition of the late Dr. Todd's work on "Parliamentary Government in the Colonies." This edition is brought down to the present time, and will contain many valuable notes by the late Dr. Todd. The Committee recommend that "in view of the desirability of bringing out a new edition of this valuable work, the Government be requested to ask for an appropriation of $2,000 for the purpose of purchasing three hundred copies of the same." The next paragraph recommends the appointment of Mr. Thayne, who has been employed since 1879 as extra clerk, to the permanent staff of the Library. He has been employed making a new catalogue to replace the old one which, after many years use, is worn out; he has been found very useful in the Department, and the Committee think it advisable that he should continue at the same work. The last recommendation is as follows:

> The Committee have considered the question of loaning books to the public during recess, and they have agreed to the following rules, which they recommend to both Houses to be adopted as Standing Orders:
>
> 1. That the Librarian be directed to report at the beginning of each session to the Committee, the names of those persons who have failed to comply with the rules under which they have been permitted to borrow books from the Library.
>
> 2. That the Librarian be authorized to renew the tickets of admission to the Library to those who have complied with the rules.

These are the recommendations of the the report which, I may add, has been adopted in another place.

The motion was agreed to.

DOMINION AND ONTARIO DISPUTED TERRITORY BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (K) "An Act respecting the territory in dispute between the Dominion of Canada and the Province of Ontario." He said: It has been agreed between the Dominion and the Province of Ontario that to settle the remainder of the boundary line on the west of Ontario, that part of it which separates Ontario from Keewatin, we should ask the Judicial Committee of the Privy Council to hear the arguments respecting that portion of the line, and at the same time to hear the arguments on the other parts of the boundary. This Bill is to give us the necessary power to do so. The Bill requires some alterations, which can be made in Committee; in the meantime the House, I am sure, will consent to the second reading.

The motion was agreed to and the Bill was read the second time.

SHIPWRECKS INVESTIGATION BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL, moved the second reading of Bill (117), "An Act to amend An Act respecting inquiries and investigation into Shipwrecks and other matters, as to the powers of the Minister of Marine and Fisheries in certain cases reported to him under it." He said: This is a Bill to remedy a defect which has been found to exist in this Act in consequence of some confusion in the recitals of it between our acts and the acts of the Imperial Parliament.

The motion was agreed to and the Bill was read the second time.

HON. SIR ALEX. CAMPBELL, moved that the Bill be referred to a Committee of the Whole House to-morrow.

HON. MR. ALMON—I would ask the hon. Minister if there is to be an investigation into the cause of the frightful loss of life last week at Sambro Island. It

appears, from the accounts which have reached us, that if there had been an efficient lifeboat there, it would have been very easy to get a crew, because, the fishermen on the Island are men of excellent physique, and at all events they are living on the Island and available. If there had been a lifeboat there last week, in all probability more lives would have been saved. In view of this, and the unfortunate loss of the *Britannia*, on Sable Island, I think the Deputy Minister of Marine and Fisheries ought to be a person acquainted with sea-faring matters, and instead of being an old man ought to be a young man able to look after these things. It should be his duty to visit all these stations and to see that a sufficient amount of money is granted to provide lifeboats at these exposed points. I think the returns which we have from Sable Island, though they are very different from the report of the Marine and Fisheries Department, shew that a searching investigation should take place in the interests of humanity. The matter having been brought before the Minister, I trust that before we meet here next session there will be a change for the better in that Department.

HON. MR. SCOTT—As reference has been made to the late disaster, I may say that I gather from the reports received by telegraph that the insufficiency of the fog whistle was the principal cause of the accident. The captain states, in an interview at Halifax yesterday, that he never heard the fog whistle. It appears that the whistle was out of order at the time, and though it had been sounding a couple of hours before, it had unfortunately to be stopped for repairs, at the time the accident occurred. The lights were in order, but those on board the doomed ship could not draw any correct interpretation from them, and the captain declares positively that he did not hear the fog whistle.

HON. MR. POWER—I agree with my hon. colleague in the case of the recent wreck on Sable Island; but as far as my humble judgment goes, there is no necessity for a lifeboat at Sambro Island. To the best of my recollection there has not been a wreck on the Sisters, or anywhere in the immediate neighborhood of Sambro Island, for twenty years, and I really do not think that a lifeboat there is necessary. I think probably it would be better to wait till fuller and more reliable information comes to hand, before we condemn the keeper of the Island for not having the fog whistle blowing. The evidence of the keeper, or of the men on the Island, seems to be that the fog whistle had been blowing until the necessity for it had ceased. It strikes me there is no necessity for a fog whistle, after lights several miles distant can be seen It is a very unfortunate thing; but I think it will probably be found that the captain of the steamer was really the person most to blame in the matter. I had intended rising for the purpose of notifying the Minister that when we go into committee on this Bill, I shall move to strike out the second clause, which is evidently a memorandum made on the original Bill by the Deputy Minister, for the information of the Minister in the other House, I presume, and not an enactment.

HON. MR. KAULBACH—It is not necessary to express an opinion on this matter while there is an official enquiry going on, which will give us the particulars of the loss, as well as information as to the efficiency of the service at Sambro Island. I do not agree with the senior member for Halifax with reference to the necessity of a lifeboat at Sambro. It is a most dangerous place, and vessels going to Europe or coming to our Province generally make that part of our coast.

HON. MR. POWER—There is a light there and a good fog whistle, and until this accident there has not been a vessel lost at that place for twenty years.

HON. MR. KAULBACH—The fog whistle was out of order a few hours before this, and undergoing repairs. We cannot say whether it was in order in time to have warned this unfortunate vessel. I think there is hardly any place on the whole shore more dangerous, and it is a point which is well adapted for a lifeboat service. We have not lost vessels at that particular point, but they have been lost near there some ten years ago.

HON. MR. POWER—That was several miles from there.

HON. MR. KAULBACH—Yes, but probably not so far that a lifeboat would not be of service. As regards the junior member for Halifax saying that the Deputy Minister should visit those places, I think all the information requisite would be furnished without that. He has all he can attend to at headquarters, and all the information with regard to the protection required on our coast could be fully obtained through other officers, who would probably know more about it than any Deputy Minister of Marine and Fisheries would.

HON. MR. ALMON—It will be news to most of us to learn that the Sisters are not a dangerous point, and that very few shipwrecks have taken place there.

HON. MR. POWER—I did not say that.

HON. MR. ALMON—In my recollection a man-of-war was lost there. Captain George's vessel was lost there, and the crew would have been lost also only for the exertions of the fishermen on the shore. With all due deference to the senior member, I think that the Sisters is a most dangerous ledge—the most so in the vicinity of Halifax harbor, and I think it is a point where there should be a lifeboat. I hope the disaster will be investigated, and that a lifeboat will be stationed there. The service could be maintained at very little expense.

The motion was agreed to.

INSOLVENT BANKS AND TRADING COMPANIES BILL.

REPORTED FROM COMMITTEE.

The House resolved itself into a Committee of the Whole on Bill (J) "An Act further to amend the Act forty-fifth Victoria, chapter twenty-three, intituled, "An Act respecting Insolvent Banks, Insurance Companies, Loan Companies, Building Societies and Trading Corporations."

In the Committee,

HON. SIR ALEX. CAMPBELL explained that the first clause extended the Act to incorporated trading companies. The second clause applied to certain companies in process of liquidation, in which there was no promise of their being wound up in a satisfactory manner. This clause would give the courts jurisdiction over such cases.

HON. MR. POWER said there should be a saving clause to protect the rights of creditors and others interested in litigation now pending.

HON. SIR ALEX. CAMPBELL said he would have that point examined into, and a saving clause introduced if it should be found necessary. There were two cases in which this legislation was necessary. The third clause provided for the appointment of the liquidator by the Court.

HON. MR. HAYTHORNE, from the Committee, reported the Bill with amendments which were concurred in.

HON. SIR ALEX. CAMPBELL moved that the Bill be read the third time tomorrow.

HON. MR. DICKEY—I hope my hon. friend will consider that question with regard to the appointment of a receiver. Are we to understand that the wishes of the creditors are to be disregarded and the receiver appointed by the Court? That question was fully discussed, if I recollect right, two years ago, and it was then the deliberate judgment of the House that the creditors should have a voice, as the persons most interested. Circumstances may have arisen since which render it desirable to make this change, but I think it ought to be well considered before such a sweeping change as that is made, because it applies to the very initiation of the proceedings.

HON. SIR ALEX. CAMPBELL—It has been found, and the judges in one province have held, that the court has no discretion, but must follow implicitly the wishes of a majority of the creditors. The object of this clause is not to deprive the creditors of any control which they should possess, but to give the court some discretion as to the appointment of a receiver. It has been found in one or two cases that the persons most interested in delaying

the winding up of the estate were the very persons who were appointed liquidators.

The motion was agreed to.

THE OPPOSITION PRESS ON MANITOBA AND THE NORTH-WEST.

EXPLANATION.

HON. SIR ALEX. CAMPBELL moved that the House do now adjourn.

HON. MR. PLUMB—Before the motion is adopted I have to ask the permission of the House to make some remarks on a subject which I promised to bring up before the close of the session. Hon. gentlemen will remember that when I addressed the House upon the representation of the North-West in Parliament, I took occasion towards the close of my remarks to refer to what I deemed a concerted attempt to injure the prospects of the North-West by an unfair and unwarrantable statement of the hardships which the settlers were undergoing there, on account, as it was alleged, of the climate of the country, the tyranny of the Government, and the grinding monopoly of the Canadian Pacific Railway Company. I said that there had been in the Opposition Press throughout the country evidences that they were in sympathy with such an attempt. My statement was questioned by my hon. friend the senior member for Halifax, who ventured to contradict it almost directly. I promised him that in due time I would bring forward proofs of my charge. I am now prepared to do so, and I must apologise to him for delaying my reply so long. I did not wish to detain the House on any day when there was much business before it, nor do I wish now unduly to protract its sitting. I have no doubt my hon. friend will be gratified to know that I have not forgotten my promise, and that I intend to produce as far as time will permit, proofs of my allegations. The official report of the Debate, which took place on the 25th February, contains the following:—

"HON. MR. POWER—Will the hon. gentleman be kind enough to tell the House by whom Dakota was held up as such a paradise?

"HON. MR. PLUMB—By the Opposition press.

"HON. MR. POWER—Nothing of the sort.

"HON. MR. PLUMB—If the hon. gentleman likes I can show him fifty different quotations.

"HON. MR. POWER—One will do.

"HON. MR. PLUMB—I could show him fifty; I will produce enough of them in good time, but the hon. gentleman will not take upon himself the responsibility of denying what I say, he will not take the risk of it—I know that perfectly well. If the hon. gentleman has read the newspapers he must know as well as I do that such is the case; it is a patent fact, known to every man who reads the Ontario Opposition papers, that, day after day there are statements in them which are calculated to draw attention to Dakota as having superior advantages for the settler as compared with the North-West. I am therefore astonished that the hon. gentleman should challenge my statement.

"HON. MR. POWER—If the hon. gentleman will produce one of his proofs it will do.

"HON. MR. PLUMB—Does the hon. gentleman dispute it?

"HON. MR. POWER—I doubt it.

"HON. MR. PLUMB—Do you deny it? The hon. gentleman does not—

"HON. MR. POWER—The hon. gentleman knows it would hardly be Parliamentary for me, after he has made a direct statement, to say that statement was untrue, but I say that I very strongly doubt the statement made by the hon. gentleman. I have read the papers pretty carefully, yet I have not seen the statements of which he has spoken.

"HON. MR. PLUMB—I will produce ample evidence, should occasion arise, to show the hon. gentleman that my assertion is a perfectly correct one.

Now, I did not assert that Dakota was held up as a paradise; on the contrary the contention of which I complain has been that notwithstanding its inferiority of soil and climate, it offers far greater advantages to the settler than the North-West.

Perhaps it might be well in premising what I have to say, to make a brief statement of the position in which the party to which I have the honor to belong stands in regard to the North-West. It is well known that the acquisition of that territory was made by the Government of the Right Hon. Sir John Macdonald, and in receiving British Columbia into Confederation an agreement was made to build the

Canadian Pacific Railway, with a view of connecting British Columbia with the other Provinces to which it was politically attached, and of opening up the new possessions of the Dominion. The Government I think claim that they acquired through the Indian treaties and through the title of the Hudson Bay Company the full ownership of that great country. They afterwards set off by legislation the Province of Manitoba, and there being some doubt whether it was within the powers of the Government of Canada to do so, a special Act of the Imperial Parliament was obtained for the purpose of ratifying the arrangement and of authorizing the Government to establish other Provinces in the North-West. In pursuance of the agreement with British Columbia, the Government attempted to build the Canadian Pacific Railway. We are all familiar with the circumstances by which that first attempt was thwarted. In November 1873 the Government of Sir John Macdonald was overthrown, Mr. Mackenzie and his friends came into power, and Parliament was dissolved. The general elections were held in January 1874, and Parliament met in the following March. Within two or three weeks of the close of the session, the Hon. Mr. Mackenzie, Minister of Public Works, introduced a Bill to provide for the construction of the Canadian Pacific Railway. It was to be built either as a Government work or by contract. He made large appropriations of land and very liberal subsidies in money for the purpose, and proposed that there should be, in addition to the actual specific subsidies, such other and further sum as could be agreed upon with contractors on a twenty-five years subsidy at 4 per cent. interest. In connection with that scheme —and I want to call the attention of the Senate particularly to the fact Mr. Mackenzie's Government, by Order-in-Council, reserved a forty mile belt along the proposed line of the railway, and it was intended that the line should be built across the north end of Lake Manitoba out of the reach of the settlements then existing in Manitoba and of any which have since then grown up in that Province. There was a desire on the part of gentlemen then influential in shaping the policy of the country that the Canadian Pacific Railway should be a commercial rather than a colonization road. We contended that the line should be primarily a colonization railway, or at all events should have the characteristics of such a railway as well as of a railway for strictly commercial purposes. It was clear that as the country was then, or is even now situated, it would be useless to build a railway for commercial purposes merely. However, it was intended by the late Government to make it subserve, in directness of line gradients and curves, as much as possible the purposes of commerce. The forty mile belt was strictly reserved; no settler was allowed to go there; he could not get possession of a homestead anywhere on the line. Such was the sympathy for him that he was excluded altogether. The indignation of the public with regard to that restriction was so great that after Mr. Mills was made Minister of the Interior he was compelled, on visiting the North-West, by the clamors of the people, to modify the illiberal policy and to open the lands to settlement. We hear constantly that the present Government has been tyranical and that it has not favored the settler. What can be imagined more arbitrary than the policy of the late Government in wholly shutting up the country along the line?

HON. MR. POWER—These are not the explanations that the hon. gentleman proposed to give.

HON. MR. PLUMB—If the hon. gentleman rises to a question of order I will sit down.

HON. MR. POWER—I do rise to a point of order. The hon. gentleman, by the courtesy of this House, has risen for the purpose of confirming a statement that he made some time ago. Instead of producing evidence to sustain the truth of that statement he is making a speech on the general question of the railway policies of the two Governments.

THE SPEAKER—The hon. gentleman is not speaking on the question, but on a motion to adjourn, very great latitude is allowed.

HON. MR. PLUMB—The Minister, under strong pressure, consented to allow

settlers within the forty mile belt to take up homesteads by paying $1 an acre cash, and by payment of such other and further sum as the Government might choose to exact. It need hardly be said that settlers stayed away. Those were the regulations which existed with regard to the settlement of Manitoba and the North-West until 1878, when the Government of Mr. Mackenzie was overthrown, at the last general elections, and the present administration came into power. I mention these facts because they are pertinent to the subject which I rose to discuss—pertinent to the attacks which have been made constantly on the land policy of the present Government, as if there had been more liberal regulations in the policy of the Government which preceded it. In 1878 the overthrow of the Mackenzie administration occasioned a change of policy in the North-West, by which the country was thrown open to settlers on the most favorable terms. In 1880, Parliament agreed to reserve 100,000,000 acres of land for building the Canadian Pacific Railway. The gentlemen who were then leading the Opposition stated that it was a perfectly futile thing to attempt to build the Canadian Pacific Railway by any such reservation. They said, "you might as well try to build it with $10 as with 100,000,000 acres of land," and the two leaders of the Opposition decried the North-West, and spoke of it as a country with an inhospitable climate where settlers would have to endure great privations. One of them drew a contrast between the condition of the settler there and that of the settler in Kansas, so greatly in favor of the latter that it is quoted by the Kansas land agents with the hon. gentleman's portrait as a frontispiece, while the other made an almost equally eloquent appeal in favor of Texas. I mention these circumstances to show that there has been a disposition from the first, on the part of our opponents, to thwart and impede the progress of settlement in the North-West, which has been especially manifested since the present Government came in. After passing the Tariff Act the next subject that engaged the attention of the Minister was the construction of the Canadian Pacific Railway. I shall not recount the steps which were taken; suffice it to say that every movement of the Government in respect of the construction of the Canadian Pacific Railway met with the bitterest opposition. The condition of the country was studiously misrepresented, and its ability to undertake the work denied. The finances of the country, we were told, were not adequate to the burden that would be thrown upon it, and Mr. Mackenzie himself, on the floor of the House, stated that notwithstanding the enormously liberal terms which he had offered—20,000 acres of land and $10,000 a mile of subsidy—and another and further sum of four per cent, on such sum, as the contractor might offer, although he was zealously assisted by Sir John Rose and Mr. Sanford Fleming in England, he had never been able to get a single bid. His terms involved 55,000,000 acres of land, and nearly fifty millions of dollars in cash subsidies, according to the proposition made by the late Mr. Foster, on a four per cent. basis, for the Georgian Bay Branch. We succeeded in making a contract for the building of the Canadian Pacific Railway upon much more favorable terms. We have constantly been attacked for having endeavored to guard that contract in such a way as to bring the traffic of the North-West down to the older provinces which furnished the money for the purpose of constructing the Railway. It was the policy of this Government that there should be a continuous line round the north shore of the lakes which should bring traffic to Ontario, Quebec and the Maritime Provinces. That policy has also been attacked constantly, from first to last. It was a necessary part of that policy that railways running southward into the States should not be permitted to tap the line west of Lake Superior. That has been charged as a grinding monopoly upon the people of the North-West, but could the late Government, if the line had been constructed as a Government work, have done otherwise? Would they have permitted the traffic to be diverted? Mr. Mackenzie's refusal to give up control of the Pembina Branch answers these questions. The continuation of attacks such as I have indicated have had the most serious effect upon the prosperity of that part of the Dominion. Every device that could be contrived to prejudice the minds of settlers and of intending settlers has been resorted to for the purpose of hindering the development of the country, by embarras-

sing the Government and the railway. A favorite method has been to attack the land policy of the Government; another to represent that the Canadian Pacific Railway was a grinding pitiless monopoly, ruining itself by its monstrous exactions; another to represent that the people of the North-West were in a state of revolt under the tyranny of the present Government, and that their future relations with the Dominion were uncertain. It has been stated,—and I have abundant evidence before me to prove that such statements have been made,—that the policy of the Government and of the Canadian Pacific Railway Company was driving hundreds and thousands of settlers out of the country who had been disappointed and had been forced to migrate to the adjoining territories in the United States. Particularly it has been asserted that such has been the case with reference to Dakota. The Opposition Press have constantly, in speaking of the exodus of the People from the North-West, referred to Dakota as the place to which they were going, to escape from illiberal land regulations, high freights and a grinding tariff on agricultural implements and other articles of consumption in the North-West. That is to say, they were flying from a tariff averaging twenty-two and a half per cent, to a country whose tariff was nearly double on the very same articles of consumption. They were escaping, as it were, from the frying pan and jumping into the fire.

The *Globe* has favoured us, in its attacks upon a protective tariff, with the following illustration of the advantages the United States offered to the agricultural consumer. These are the reduced duties proposed, but not enacted last year. We can imagine what the unreduced tariff may be. Here is the list to which the happy settler in Dakota must contribute :—

"First comes his kitchen. The iron his stove is made of, 45 per cent.; hollow-ware, pots, and kettles, 53 per cent.; copper and brass utensils, if any, 45 per cent.; crockery, of the commonest kind, 55 per cent.; glassware, of the cheapest kind, 45 per cent; table cutlery and spoons, 45 per cent.; pickled or salted fish, 25 per cent.; salt, 36 per cent.; sugar, 42 per cent.; vinegar, 36 per cent.; pickles, 35 per cent.; rice, 123 per cent.; oranges and other foreign fruits, about 20 per cent. Then comes the farmer or mechanic's parlour, on whose contents he pays duties as follows, the amount of the duties being added by the home manufacturer :—Carpets, if made of druggets, 74 per cent.; carpet, if made of tapestry, 68 per cent.; furniture, 35 per cent.; wall paper, 25 per cent.; window curtains, 45 per cent.; looking glass, from 35 to 60 per cent.; ornaments or knick-knacks, 35 per cent. Next comes the farmer's wardrobe :—Men's clothing, of wool, 48 per cent.; woollen hosiery and undershirts, 45 per cent.; woollen hats and caps, 75 per cent.; gloves, 50 per cent.; blankets, 60 per cent.; alpaca dresses, 60 per cent.; any other woollen dresses, from 60 to 70 per cent.; a pair of scissors, 45 per cent.; brass pins, 30 per cent.; hairpins, 45 per cent.; penknives, 50 per cent.; needles, 25 per cent.; steel pens, 45 per cent.; ink, 25 per cent.; paper, 20 per cent.; razors, 45 per cent. Finally here are various other contents of the farmer's house and barn on which he must needlessly pay duty :—Castor oil, 102 per cent.; Castile soap, 31 per cent.; a dose of Epsom salts, 30 per cent.; insect powder, 20 per cent.; salad oil, 34 per cent.; the commonest window glass for his house, 80 per cent.; paint, white lead for his farm-house, 34 per cent.; bricks, 35 per cent; roofing slates, 50 per cent.; horse-shoe nails, 31 per cent.; trace chains, 53 per cent.; a handsaw, 40 per cent.; files, 40 per cent.; spool thread, 60 per cent.; bags and bagging for his grain, 40 per cent.; a burrstone, 20 per cent.; combs and brushes, 30 per cent.; a wooden pipe, 80 per cent.; an alpaca umbrella, 50 per cent.; any iron or steel he may need, an average of 45 per cent.

These were the duties proposed on what was called the revised tariff of last year, which the secretary of the treasury officially reports will, with the other taxes exacted, yield for 1885, $106,000,000 more than is required for the support of the Government economically administered. As adopted, this revised tariff enacted a few changes from the above list; but of how little account tariff 'revision' is may be gathered from the fact that an official treasury report made last month, states that average reduction effected by that revison is less than 5 per cent. from the old war tariff."

I think it can be shown that most agricultural implements can be purchased in Winnipeg at a lower price than in Chicago, and that the land regulations in Dakota or any other part of the United States cannot be compared in liberality with those in this country. I propose to show also before I sit down that the tariff of freights along the Canadian Pacific Railway, notwithstanding the representation of a gentleman who I am sorry to say is not in his place now, are lower on the Canadian Pacific Railway than on the Northern Pacific, the Union Pacific or the St. Paul and Manitoba, for the same kinds of freight.

I have not gone back, in order to

support the allegation which I have made, in regard to the Opposition press further than the first of July last. From that date to the present time the columns of the leading Opposition newspapers in Ontario have teemed with incitements to the people of the North-West to revolt against the Government. They have endeavored in every way to foment the discontent of those people. There are sixty or seventy articles published in one newspaper between July and January, all of which are written, I might say, with the same nefarious object. Almost every complaint which has been published in the North-West papers, every charge against the Government or the railway, no matter how absurd or imaginary it may have been, has been admitted to the columns of the *Globe*, and there has never been, so far as I can discover, an attempt made by its editors to modify the wildest statements, but on the contrary they have been encouraged and endorsed. Misstatements have been made, not only in the editorial columns of the *Globe*, but in extracts from other papers which have been published either without comment or with comment of approval. During the whole of the six months, from July to December, I cannot find a single article in the *Globe* which recommends the people of the North-West to state their grievances patiently and fairly, and to trust to an appeal to the Government or to Parliament, if they have such grievances, to get them rectified; but they are incited to immediately demand what they want with menaces and threats. We are told by the *Globe* that the people of the North-West mean business; that they threaten to burn down the elevators and tear up the railway tracks of the Canadian Pacific Railway, and such alarming statements are made without words of counsel to the people to be prudent and to pursue a legitimate course for the redress of their grievances. We are told in almost every number of that paper that thousands and thousands are going across the border and seeking homes in Dakota. They do not refer to other parts of the United States, but by implication they recommend Dakota only, for that is the point which is constantly mentioned. There is but one article which I can find which refers to any other State as a place of refuge, and that is a letter from a correspondent who states that there are 4,000 Canadians residing in Minneapolis. I might say in reply that I think it can be easily shown that there are more than 4,000 Americans residing in Winnipeg, and I have no doubt that my hon. friend Dr. Schultz, who, I am glad to see, is in the House again, will corroborate my statement.

It will be remembered that the first line of construction selected for the Canadian Pacific Railway was far north of the then settled portions of the country. So much exasperation was felt at the time, that one of the most devoted followers of the Government of that day, a member from Manitoba, joined our party on account of what he conceived to be the great injustice that was done to the part of the country in which he lived, by the selection of the northern location for the line. It passed for many miles through a succession of muskegs. As an illustration of the character of the country, I may mention that a gentleman who was building the telegraph line there—a gentleman whose name is well known; I think he was either a contractor or a sub-contractor—Mr. John W. Sifton—was present when one of his men was climbing up a telegraph pole to place the insulator upon its top. As he went up, the pole sank down, and when he arrived at its top found himself on a level with the ground. He stepped off, and as he did so the pole, with a sound like a cork from a soda water bottle, popped out and fell on the ground.

I could give numerous other extracts from the *Globe* subsequent to the 1st July in support of my position that it has covertly in many instances, and openly in many others, shown inveterate hostility to the liberal land policy of the present Government, the Pacific Railway, and the development of the country through which it runs, and that it has covertly and injuriously promoted the interests of the neighboring territory of Dakota, the Canadianization of which is one of its favorite topics; but I will pass over several others and turn now to the *Globe* of the 22nd of August, where I find the following characteristic *morceau:*

"We learn on credible authority that Mr. Peter McLaren, who is so good a Tory and so powerful a man in a party sense that Sir John jeopardized confederation to give him

the monopoly of a floatable stream, has formed a most peculiar opinion of the Canadian North-West. It seems that, speaking to a young friend who had taken up land in Manitoba, he declared that he would not buy land there, as the Syndicate had killed that country. As emphasizing his belief that the Canadian North-West must be suffering from the influence of the Syndicate, he has invested some $12,000 in Dakota and proposes to send his son to begin farming on the lands."

HON. MR. POWER—Well, what of that?

HON. MR. PLUMB—Wait a moment. On the 28th of August I find the following:

"With reference to the statement made in the *Globe* a few days ago concerning Mr. Peter McLaren having invested in Dakota lands, we are now informed that Mr. McLaren does not own a foot of land in Dakota, and that the statement is therefore untrue."

Very soon afterwards the *Globe* published, on the authority of their Ottawa correspondent, that the Canadian Pacific Railway Company had refused to take any land west of Qu'Appelle, owing to its inferior character, afterwards another article in its editorial columns was published, showing how superior was the location made by Mr. Mackenzie's Government of the line north of Lake Manitoba. I quote both:

"The latest map has been issued by the Canadian Pacific Railway Company, showing their land locations. It appears the Company have declined to accept any lands in the main line of their road, west of Qu'Appelle, but have selected lands along the route surveyed by the late Government, in the Peace River district and Qu'Appelle Valley. Some lands have also been taken in the Turtle Mountain district. The Pacific Syndicate, in order to save distance and cost of construction, have been allowed to deflect their line to the southward over an alkaline plain, but they are careful to select their lands elsewhere, as their contract entitles them to do. Their action shows the wisdom of Mr. Mackenzie's proposal to construct a railway by the Northern route. * * * *

"Now, what are the 'facts' referred to? One of them is that the main line of the railway has, to serve the Company's own ends, been made to run for hundreds of miles through a region which the Company themselves virtually declare to be unfit for settlement. Another is that the tendency of settlement has from the first been away from the railway instead of along it, west of Qu'Appelle. Another is that the Company have declined to accept the lands along the railway as part of their subsidy, and are asking to have the privilege of selecting them in the fertile belt where the railway was intended to run, and where the Company should have been compelled to construct it.

"* * Just as the contented settler is the best possible immigration agent, so the aggrieved one is the most effective deterrent of immigration. If the land west of Qu'Appelle is as bad as the Canadian Pacific Company themselves declare it to be, what possible good can be accomplished for either themselves or the country, by misrepresenting its real character? The immigrant who settles on it will soon find out all about it, and having been induced to settle there on false pretences, he will cherish a very natural hostility for those who have deceived and ruined him. We have never said anything deprecatory to the North-West as a whole. We have gone to considerable expense to make its great natural resources and agricultural capacity known to the world. The *Globe* has done more in this direction than the Government and the Canadian Pacific Company combined; but we have never described the North-West as an unbroken agricultural paradise. We have known for years that the mid-southern portion of the territory was occupied by the northern part of a comparative desert that runs far south into the United States. We pointed this out long ago, and warned the country of the injury that would be done to all parties if the railway were allowed to be deflected through this arid region instead of keeping it within the fertile belt, to which the settlers are even now going in preference to following the line of the road. * * * *

"The announcement that the Canadian Pacific Railway Company have refused to accept any portion of their land subsidy along their main line west of Qu'Appelle, will not surprise anyone who has watched the course of events. By their agreement with the Government they are not required to take any odd numbered sections which 'consist, in a material degree, of land not fairly fit for settlement.' By the same agreement the land subsidy was to be located along the main line of the railway 'from Winnipeg to Jasper House,' that is, through what is known as the Fertile Belt. The obvious intention of the clause is that the road should run through a tract of country the chief part of which is good agricultural land, and that the Company should be permitted to reject such occasional sections as might happen to be largely unfit for agricultural purposes. To please the Company the Government allowed this agreement to be violated. The former have been permitted to divert their main line so far to the south that for hundreds of miles it runs through land which is, on their own admission, unfit for settlement. When they asked for such an alteration of the contract in their favor, they should have been warned that they would still be compelled to take the chief part of their land subsidy along the line of the railway. They knew what the lands they wished to traverse are like. Their general character

has been known for a quarter of a century. They constitute the northern portion of a great American desert which is projected like the apex of a cone into Canadian territory, but which does not run so far north as the route selected by Mr. Mackenzie for the railway. Going into such a change of scheme with their eyes open, and avowedly for their own benefit, they should now be held to their agreement and compelled to accept their lands where they have chosen to run their road.

"Will the Government accede to this most unreasonable request of the railway Company? Unfortunately there is very little ground for doubt. The Company have had many requests to prefer since they undertook the work, and their requests have always sounded more like demands made than favors asked for. As demands to be complied with, and not favors to be granted, they have evidently been regarded by the Government. They have been able, heretofore, to get whatever they wanted, and there is only too much reason to believe that they have not parted with any of the power they are able to exercise over the Government whenever they feel disposed to do so. Moreover, the indications are strongly in favor of the view that the Government have all along contemplated capitulation, like Crockett's coon, whenever the Syndicate rifle might be pointed at them. They have been reserving a large tract of fine farming land in southern Manitoba, off which immigrants have been persistently warned, to the utter disgust of thousands of intending settlers. They have been reserving other large tracts in the fertile belt, for what purpose, unless as Syndicate preserves, no one seems to know. At all events the railway company have not hesitated to indicate on their maps where they mean to select their lands. Whether the Government will make any difficulty about allowing them to go where they please appears to be a matter of secondary importance, if indeed the acceptance of their intepretation of the bargain is not a forgone conclusion or a matter of prearrangement."

Now, we will see what Mr. Stephens says about it. On the 10th of September, 1883, he writes as follows to the *Globe*:

"Sir,—I observe that two articles published in the *Globe* on Saturday, the 8th instant, contain statements substantially as follows:

"1.—That the main line of this Company's railway has been made to run for hundreds of miles through a country which the Company themselves declare to be unfit for settlement.

"2—That the Company have refused to accept any portion of their land subsidy in the belt lying along the main line west of Qu'Appelle.

"The articles in question assume these assertions to be correct, and base upon them a number of observations conveying the impression that the whole of the railway belt from Qu'Appelle to Calgarry is admitted by the Company to be part of the great American desert, and to fall within the exception in the contract with the Government which excludes from the land grant lands not fairly fit for settlement.

"As these statements could not have been made in language better calculated to mislead the public, to injure this Company, and to retard the settlement of the North-West, even if they had been prompted by the most bitter and malignant desire to attain those objects, and as they do not merely purport to convey the opinions of the *Globe*, but profess to state the views and to describe the acts of the Company, I feel it necessary to correct any erroneous impression the articles might create, by stating the facts.

"I have therefore to say that the assertions in the articles in question as to the character of the land along the main line ef the railway west of Qu'Appelle, and as to the views of this Company in respect of that land, are utterly and absolutely unfounded.

"That this Company have not, either virtually or directly, admitted or declared the lands in the railway belt west of Qu'Appelle to be in any degree unfit for settlement.

"That this Company have not refused or declined to accept any land west of Qu'Appelle as a portion of their land subsidy.

"I might content myself with the foregoing categorical denial of the statements made. But to prevent misconception, I desire to add that this Company have not contemplated, and do not contemplate, refusing or declining to accept any of the uneven numbered lots in the railway belt west of Qu'Appelle as part of their land grant, except in so far as any particular section, for some special reason, may not be fairly fit for settlement; that this Company have examined a large portion of the territory referred to, and are satisfied not only that it is in a material degree fairly fit for settlement, but that to a large extent it consists of as fine farming land as is to be found in the North-West Territories or in any part of Canada; and as respects the portion of the territory not yet specially examined, they have no reason to doubt that it is of equally good quality.

"I have further to request you to be good enough to give this letter insertion in your paper, in order that the statement of this Company may receive as wide a circulation as the article to which it refers.

I remain, Sir,
Your obedient servant,
GEO. STEPHEN,
President.

Commenting on this, the *Globe* says:

"This is on the whole a reassuring letter. The public will be glad to have Mr. Stephen's opinion of the lands along the line of railway west of Qu'Appelle, his disclaimer on his company's behalf of any intention to decline these lands, and his implied admission that our view of the obligation resting upon the

Company in the matter of accepting lands adjacent to the line is the correct one. We regret that the testimony borne by Mr. Stephen to the value of the lands between Qu'Appelle and, say, Medicine Hat is not endorsed by all those who travelled over this region, some of whom we have heretofore regarded as competent and disinterested observers; but since the Railway Company have determined to accept these lands as being in general 'fairly fit for settlement,' we do not feel disposed to press that view of the matter as against them.

"We pointed out in one of the articles referred to by Mr. Stephen, that when the contract with the Company was entered into the obvious intention of Parliament was to have the railway lands chosen along the line of the railway, excepting only such occasional sections as might from local causes be unfit for settlement. We contended then that when the Company were permitted to change the line of the railway in their own interest, they should have been allowed to do so only on the condition that they must select their lands along the new route, as the original contract bound them to do along the old one. We are glad to see that Mr. Stephen, for the Company, practically accepts this view of the bargain between them and the Government, and to have his express assurance that the lands will be selected on this principle. He emphasizes the exception of sections "not fairly fit for settlement," but we are not disposed, in the fact of the accompanying assurance, to lay any stress on that point, and we are quite willing to leave it to time and the event to shew how many sections, or what proportion of the lands in the railway belt, may be rejected by the Company."

That is the kind of backing out by which the *Globe* attempted to reaffirm its malicious falsehood. It will be seen that the correspondent of the *Globe* at Ottawa, first made the statement, and that it was indorsed by the *Globe* afterwards. In the month of August the *Globe* had published a letter from its editorial correspondent, stating that he had been along the line of the Canadian Pacific Railway, that for miles there was not a tree or shrub to be found; he said that a large portion of the country that consisted of sand hills, and that the lands were unsatisfactory, then what did he say also? He said "I regret to say that the hostile attitude of the Indian population, and the manner in which they are armed, is exciting grievous apprehensions in this vicinity." The insinuation is, of course, that possibly the settlers might lose their scalps, or that there was danger of uprising and massacre. That was the way the *Globe* encouraged settlement. Within a fortnight after the publication of that statement the Liverpool *Courier*, of August 22nd, published an editorial article which began with saying, that the Northern Pacific railway was soon to be opened and that a large delegation of capitalists, scientists, politicians and business men of England had been invited to make an excursion over it. It continues thus:—

"A considerable portion of the line is said to run through fertile country, but it is also undoubtedly a fact that a considerable portion passes through a sterile and unpromising district, which is confirmed by numerous representatives of the Canadian press, expressly told off to say a good word if possible. Again, it is generally agreed that the locality of the road is such as to render close settlement, a highly important factor, practically impossible, and that is the main reason for many intending settlers of the Canadian North-West becoming disheartened and going elsewhere. The demeanor of the Indians also, is said to be far from favorable, and the manner in which they are armed is calculated to excite apprehension."

Could anything be more atrocious than the instigation of such an article. It contains the very words used by the *Globe* about fourteen days before. Now, the same statement was made by the London *Advertser*. Immediately those statements were published, the Bishop of Saskatchewan wrote a letter to the press contradicting them, with respect to the Indians, and saying that they were never more docile, and had never shown greater inclination to peaceable pursuits, and to turning their attention to getting their living by agriculture—thus the facts were exactly the opposite of the statement made by the *Globe* and copied into the Liverpool *Courier*. I will read in this connection, an article from the Montreal *Herald*:

"There has been apparent in the *Globe* a malignant spirit, the evidence of a rule or ruin policy—a determination to accomplish its political purposes regardless of the consequences to the higher interests of the country. It is useless for it to pretend that its attempt to prevent settlement in the Canadian North-West, and its puffery of Dakota and other parts of the United States North-West are the result of its regard for Canadian interests. It need not declare that the slanders it has raised upon all who have had to do with the opening up of the North-West in recent years are intended to promote the prosperity of that country, because no one is silly enough to believe it. What the country sees, what all unprejudiced people understand, is that great public interests are imperilled and

great wrongs committed by a journal which once was a real friend of the country whose prospects it would now blight in order to reach an ulterior political end. The writers in the *Globe* are only deceiving themselves if they imagine the public eye does not penetrate the film of false pretences with which they would surround their attacks on the great North-West Their motives are plainly understood, their object is as clear as the noon-day, and their methods are generally condemned as unpatriotic and injurious to the party with which the *Globe* has been allied in the past."

The *Herald* has always been a prominent supporter of the Opposition. I now leave the *Globe* for a moment and take up the Brantford *Expositor*. I find the following:

"There are Canadians we know of to-day who bought land in both Manitoba and Dakota at the same time and for the same money. The land in the one place is equally as valuable as in the other, yet now, while offers of six dollars an acre in cash are made for the Dakota property the Manitoba land cannot be got rid of at any price, or two dollars an acre at the most."

I wonder if that could be considered as speaking well of the North-West or not. On the 12th of September the following statement appears in the editorial columns of the *Globe*:

"Professor Tanner has returned to Toronto from the North-West, and although he is reluctant to anticipate his formal report, which will be published immediately on his return to England, he states that he does not find the land and water of that uniform high quality which some have described it. With prudent care and proper exercise of good judgment both may be obtained he says of a satisfactory character, and under conditions which will favor successful results. He did not limit his journey to the railroad, which passes through land greatly below the average quality, but drove in direct contact with the farmers holding the lands. His report is favorable as regards crops &c.

Now, let us see what Professor Tanner really has said. I have given the *Globe* interviewer's version; it was half-hearted and discouraging. The attempt is made to represent Prof. Tanner as saying that his experience of the North-West did not warrant him in speaking favorably of that country. Now, there has been no more enthusiastic visitor to the North-West than this same Prof. Tanner, and I may say that before the interview was published, probably in order to prepare for it, the *Globe* said, referring to Prof. Tanner's report on the model farm in Guelph, that he was the highest, and perhaps the most trustworthy authority in his particular department. What then does Prof. Tanner say in his own report? (I am indebted to a friend for a copy of the report itself which has been placed in my hand since I rose to speak.) He gives an astounding contradiction to his interviewer. In his opening remarks he says:

"Emigration may be compared to a stream of wealth-producing power flowing into a new country, and as there are zealous agents for various countries eagerly seeking to secure as large a share as possible of that stream, so we soon find the contest becoming sharp and active. In the early stages the work is generally fair and legitimate, for the agents simply seek to place before intending emigrants the important advantages of the countries or districts they severally represent. This is too commonly followed by a series of misstatements as to the countries and districts which are represented by opposing agents. In order that the attention of emigrants may be secured to these misrepresentations, it is found necessary to make them very pungent and very startling, otherwise little or no notice would be taken of them. In this way rival agents whose duty it is to turn emigrants from Canada, find that the best way for doing so is to give some heartrending narrative of the miseries, and possibly the ruin which befel some emigrant who went to Canada. The person who is thus addressed cannot possibly judge whether the narrative be true or false, and thus in many cases he is led to believe that there must be some truth in the tale, because so many people tell him of similar difficulties and misfortunes. He appears to forget that for each Canadian agent there will be ten or a dozen representatives of other districts.

"One illustrative fact may be useful at this point, although it is but one of 10,000. I shall have occasion hereafter to draw attention to the very successful settlement which has been established in the North-West of Canada, by the assistance rendered to her tenantry by Lady Gordon-Cathcart. As the first detachment of her settlers were travelling to their destination, it became necessary for them to pass through a portion of the United States in consequence of the Canadian Pacific Railway being then incomplete."

And it is intended, if the policy of the gentlemen in Opposition could be carried out that it shall remain incomplete—that emigrants shall pass through the United States unless they travel to the North-West during the season of navigation. He continues:—

"In doing so they were met by a number of persons who were to all appearance ordinary

fellow travellers. These urged them to remain in the States, whilst the extraordinary accounts they gave of the North-West of Canada filled their minds with disappointment and fear. Some said they could not escape the fearful floods of the spring, others assured them they would be baked by the fearfully hot summer, whilst another group knew perfectly well that they would be frozen in winter. As they proceeded they gradually discovered the trick which had been played upon them, and they laughed at the doubts which had been so easily raised.

"'And now that you have settled here, what do you think of the place?' I enquired of one of the party.

"'Aye sir,' he reverently replied, 'it is really a Godly country.'

Incidents such as these are simply numberless in their variety and form, for there are large numbers of persons who are thus employed throughout the emigration season, and whose duty it is to persuade emigrants to settle in some other district than that to which they are journeying, and these agents are remunerated according to their success. In the instance which I have quoted, the deception was attempted in the United States, but I need scarcely say that there is no monopoly of virtue on either side of the Boundary Line for if it is six to one it is half a dozen to the other.

"It has been a source of much surprise to me that so very large a proportion of these lands should be of such a thoroughly useful character, and it is certainly undesirable to give an undue prominence to small portions which may be supposed to possess objectionable conditions."

That is not the tone the *Globe* used in speaking of Professor Tanner's report. He continues :—

"Even if it be admitted (as has been stated) that the Canadian Pacific Railway does run through a district having, in some parts, a rather larger proportion of alkali land than is usual, it is also true that if you drive away from the railway, either on the north or on the south of the line, this alkali almost immediately disappears. When the route of this railway had to be decided upon, various considerations influenced the minds of the engineers engaged upon the work, beside the quality of the land. The imperial requirements and the economy of construction doubtless received due consideration, and I venture to entertain a confident hope that any difficulties arising from alkali land will soon be known only as a thing of the past. Rather let every well-wisher of Canada rejoice that the glorious result of opening up so many thousands of square miles of valuable prairie land has been so promptly accomplished at so small a cost to the colony, and especially at a time when it will offer a home to many thousands who seek for the land which now lies ready for their use. Here, then, wheat lands are available which even the strongest opponent of Canada must admit are unsurpassed in the world, and as these become occupied by successful cultivators they will not only produce an enormous amount of freight for the railway but they will become large consumers of English manufactures, and they will give a power to Canada in which every patriot will rejoice.

"They soon commenced ploughing the turf of the prairie, simply covering in their potatoes with the fresh-turned turf. They also sowed their wheat and oats upon the newly turned sod. Very rough style of farming, many will be disposed to say, still it must be remembered that they had no choice, but the results caused them no regret. Within eight weeks from the time of planting the potatoes they were digging their new crop, and before two weeks had passed I had some of those potatoes for dinner, and I do not hesitate to say that for size, flavor and maturity they were excellent.

"On account of the bracing, dry atmosphere the fluctuations of temperature are not inconveniently felt, as is the case where the atmosphere is more humid. The warm days in summer are generally followed by cool evenings, and such a thing as very sultry and oppressive heat is scarcely known. The warm days, followed by cool nights and copious dews, facilitate the growth of cereals in a wonderful degree. The winters here are also very pleasant and bracing, proceeding from the same cause, namely the dryness of our atmosphere.

"It is a significant fact that, in the construction of the Canadian Pacific railway through Manitoba, the work has not been delayed a single day by reason of the weather being too severe for the men to continue their work. Possibly, if Manitoba had not been such a very attractive district, its climate would never have been so thoroughly misrepresented.

"I find that the reports which have been so industriously circulated, and which describe in such extravagant language the destructive character of the Canadian climate, the bad quality of the water, the large quantity of alkali land, and the distress and lack of prosperity amongst the settlers, are either contrary to the facts of the case, or serious exaggerations of perfectly exceptional conditions. I find that these reports have been industriously circulated with the direct object of diverting the flow of emigration from Canada."

These are hasty extracts taken from the report which has been in my hands but a few minutes. I think they will show how unfair, how untrue to the interests of the North-West is that article of the *Globe* which called attention to the fact that Prof. Tanner had said that he does not find the land or the water of that uniformly high quality which some have described, but

that with prudence, care, and a proper exercise of judgment both may be obtained of a satisfactory character. It does not give a word of the enthusiastic statement which this gentleman has made. No other evidence is needed to show the animus of the paper which I had in my eye when I was stating what the hon. gentleman chose to challenge me for. In Mr. Hardy's Brantford organ of November 19th there is an extract from a letter from a gentleman who settled in Dakota as follows:

"I am really flourishing out here. My brother and I have two drug stores and each a farm of 320 acres. How is that for one year's work?"

One might say that a country where druggists greatly prosper is not the most desirable one for other settlers, but Dakota must be recommended even if it is only a good market for medicines.

On the 21st November, the *Globe* quotes the following from the Edmonton *Bulletin*:—

"While Governmental injustice and popular discontent, lack of immigration and dull times, are prevalent in the North-West, the inferior adjoining lands of Minnesota and Dakota are filling up rapidly, and a very large percentage of the incoming population are Canadians."

Commenting on this, the *Globe* says:—

"The American press is already holding out to our distressed brethren active sympathy, and promise of help. In one day's exchanges we find nearly a dozen of the most influential papers in the Union telling the people of Manitoba they must break with the Dominion, which is treating them so scandalously. Let there be no more of ostrich-like tucking of the head in the sand and refusing to see what is patent to everybody. The organization movement of Manitoba means business. It means that justice must be done. Ottawa methods must be revolutionized, and that quickly."

At the farmers' meeting in Manitoba, reported in the Winnipeg *Sun*, and the report reproduced in the *Globe*, one of the speakers said:—

"It is all very well to talk of loyalty to the Dominion, but we must be loyal to ourselves and to our families, and I fail to see how we can be loyal to ourselves and to them if we any longer submit to the arbitrary and despotic Government by which we are at present controlled. Gentlemen, I do not wish to be misundorstood. I am no annexationist. I should be sorry to see Britain despoiled of any part of her Provinces. But if the oppressive rule of Ottawa is to continue any longer, I fear that the secession of this Province from the Dominion of Canada will be inevitable."

There is no remonstrance on the part of the *Globe*, no suggestion that it would be better for the people to come in a temperate manner to the Government and explain their grievances and seek legitimately to have them redressed. The same article states that not having access to the proper markets, grain cannot be profitably grown in Manitoba. If that is so, it strikes at the whole future of the North-West. There is no refutation of that in the *Globe*; it publishes the statement and seems to gloat over it.

Then, the *Globe* states:—

"It is bad enough that 30,000 Canadians are now in a few of the northern counties alone of Dakota, who should be on our side of the line. It is worse that the tide of immigration has been turned away by misgovernment."

HON. MR. POWER—Hear, hear! misgovernment!

HON. MR. PLUMB—The *Globe* reproduces an article from the New York *Sun* on the Manitoba movement, which it describes as "perhaps the best American article which has yet appeared on the subject of the North-West Troubles." The *Sun* article is as follows:

"While Dakota has divided against itself, a number of excited citizens in the bordering Province of Manitoba are uniting in the resolve to get better treatment from the Dominion Government or else to cast their fortunes with Dakota and the United States. The grumbling of the sturdy Briton and of the mercurial French Canadian re-echoes along the sad Assiniboine, and is borne along to the lodging houses of Winnipeg, 'the first city of the great Nort-West.'

"In fact, there is a very serious state of things in Manitoba, and we take pleasure in calling the attention of our esteemed contemporaries in Canada and England, who have always afforded so much encourgement to the rebels of other nations, to these possible rebellious and certainly very angry persons in the North-West.

"The causes of the excitement which now prevails among ths Manitobans are comparatively few, but they are definite enough, so that it cannot be difficult for the statesmen of the Dominion to investigate the alleged grievances and to take steps to remedy them, if they are found to exist.

There is an immense area of territory in Manitoba upon which no settlement have

been made. The Manitobans assert that their land and the management of it belong to them, and that the Dominion Government ought to let it alone, instead of attempting to pass laws in regard to it. They insist that the financial policy and the railroad policy of the Dominion Government are against the interests of Manitoba. They say that this Province can never be prosperous while the Canadian Pacific Railroad enjoys a monopoly and charges exorbitant freight rates. These rates are so high as to make it almost impossible to send to market the agricultural products, on the sale of which at a profit the settlers must mainly rely for support. They demand that charters shall be granted to competing railroads, and denounce the Dominion Government for refusing such charters. They insist that the present high protective tariff is a permanent check to the growth of the Province. The high duty on agricultural implements is an especial grievance. It either keeps out of the Province persons who would otherwise settle there or it becomes a heavy burden on all persons who are engaged in agriculture."

I call especial attention to the closing paragraph, which sounds somewhat strangely in view of the items already quoted from the enormous prohibitory tariff of the United States. The article also states that there does not seem to be "any immediate probability that the tariff will be reduced to any sufficient extent." It seems to have been written in with unconsciousness of the exorbitant United States Tariff, and of the unavailing attempts that have been made to modify it. There is no prospect held out to the settler in the United States that their tariff, which is double ours, will be reduced. The *Sun* thinks the *Globe* is mistaken in saying that the Manitoba agitation is not an annexationist movement, because the *Globe* admits that

"Before even entertaining the thought of breaking off from the Federation, they will do everything in their power by constitutional means to arouse the Government and country to a sense of duty; and failing in that, after a reasonable time, they certainly will adopt other means for securing their rights, and they will be justified in so doing."

What the other means will be is evident. The *Free Press* goes on to say:—

"At the present time there is intense feeling against the Government in several sections of the country—much more intense than is generally supposed. But little would be required to stir it into actual violence. We have sufficient confidence in the good sense of the people, however, to believe that they will not allow themselves to be led into any demonstration of hostility. Let them give the Government no rest until their wrongs are righted."

"There is a fine little tempest brewing in Manitoba, and we shall watch it carefully. A studied appearance of moderation and an organization by delegates and representative bodies have preceded greater revolutions than Manitoba is likely to produce. But the process is interesting, and the Dominion Government will probably yield."

Here is another instance of fanning the flame of the country at which the *Globe* has so long been busy:—

"Testimony is rapidly accumulating to prove the utterly fatuous character of the Government's North-West land regulations. Even lifelong Conservatives are awakening to the magnitude of the mistake that has been made, and are protesting against the Government's game of playing directly into the hands of Dakota. That the honestly intentional squatter should be helde entitled to no remuneration for the improvements effected by him is an outrage of the first magnitude, and however such conduct may be characterized by the Government and its officials, private citizens accustomed to the use of hard, homely English, call it confiscation. The Government lured well-meaning land hunters by fine promises to camp upon their reserves while instructing their agents to hustle them off the premises and confiscate their belongings. The settlers are hopelessly set back in their struggle for an honest subsistence. The Government or the Canadian Pacific Railway, as the case may be, comes into the possession of an improved property, the product of a poor man's toil."

In view of the "utterly fatuous" and prohibitory character of the land regulations of the late Government, the following extract from the *Globe* incendiary, as usual, sounds particularly impudent:

"'An Old Settler' writes to the Winnipeg *Free Press* advocating peaceable separation of Manitoba and the North-West from the Dominion as a remedy for the oppressive customs tariff and railway monopoly under which that part of Canada is suffering, as well as for the fatuous land policy of the Dominion Government. That the people of Manitoba are suffering severe but needless hardships in a variety of ways as the result of misgovernment at Ottawa is manifest to the most superficial observer; but have they exhausted all possible means of redressing their grievances within the constitution? On the last occasion when the Railway question was up before them, they virtually endorsed the policy of disallowing Provincial charters by returning the Norquay Government to power. If the Manitobans really want the railway monopoly broken up they should say so."

The *Globe* heads an article on the 20th

December, "Manitoba Rights. What the Prairie Province farmers think about the N. P. Dominion Government arraigned. The people's rights as British subjects fairly set forth. Magna charta the second." In that it claims:

"That the Province should insist upon the absolute control of her public lands, 'including school lands,' by the Legislature of the Province, and compensation for the lands sold and used for Federal purposes; that the duty on agricultural implements and building materials be removed, and the Customs tariff on articles entering into daily consumption be greatly modified in the interest of the people of this Province and North-West; that this Province claims the right of representation in the Federal Cabinet; that it is the duty of the Provincial Government to make such amendments to the Municipal Act as shall empower municipal councils to build or assist in building elevators, grain warehouses, and mills within the limits of such municipalities; that this Convention is unanimously of opinion that the Hudson Bay Railway should be constructed with the least possible delay."

Those are some of the resolutions which the *Globe* heads: "Magna Charta the Second!" The foul intention of the agitators and of the agitation is rivalled in the resolution proposed at their late meeting in Winnipeg, advising settlers not to go to the North-West or to Manitoba Another article contains unfounded complaints about the Canadian Pacific Railway freight rates. I shall refer to that subject presently because it was prominently brought forward by the agitators, and because a statement was made here to which I said I should take an opportunity to reply. Another article from a *Globe* correspondent characteristically headed "Our far West,"—I emphasise the first word—has reference almost wholly to the Northern Pacific route through Dakota and the adjoining states and territories. He says:—

"To the many Canadians contemplating emigrating to this coast the following information as to route to be taken, as well as other particulars, may prove of interest."

Then he describes the different routes and continues:—

We were whirled through a fine, well-settled country between St. Paul and Mandan, on the west side of the mighty Missouri, in Dakota, on express time, which point we reached in twenty-four hours after leaving St. Paul, the distance being 469 miles. Here an unavoidable delay occurred, which prevented our leaving till 4.35 p. m. This gave your correspondent an opportunity of looking through the town and ascertaining facts regarding its surroundings. As an agricultural country he is positive that very little of it is to be found along the route of railway in Dakota, west of the Missouri. There may be an occasional bottom that will yield fairly well. The land is dry and sandy and entirely unfit for grain-raising. Extensive grazing districts were reported, as well as rich mineral sections. East of the river, and northward to the boundary line, there is much fine land admirably adapted for grain and stock-raising. Here it is that large Canadian settlements are to be found under the flag of Uncle Sam quite contented apparently. In conversation with many of these, I gleaned the information that while a large proportion were direct from Canada, many were likewise from Manitoba, and had left that country in consequence of the land regulations and so much land being held by speculators, precluding their getting suitable locations whereon to establish themselves.

The truth is Dakota was settled by Canadian pioneers long before the construction of the Canadian Pacific Railway was commenced, following the opening of the Northern Pacific, and they have been living there for many years. If our opponents had commenced building the Canadian Pacific Railway across the prairie as they ought to have done we would have secured many of those settlers. They went from the western part of Ontario, and they all have nearly the same political proclivities with my hon. friend from Halifax. The Winnipeg *Times* replying to Professor Bryce, who has been making the statement that Dakota is largely populated by Canadians, driven out of Manitoba by the high tariff, says:—

"The Canadian Pacific Railway authorities can convince him that 700 families, number-say 2,500 souls, have emigrated from there into the Canadian North-West since May 1. One hundred and sixty-four French-Canadian families have this year settled in the St. Leon district, coming principally from Massachusetts, and they say that hundreds will follow them next season. The railroad statistics show that since 1881, when the work of constructing the Canadian Pacific Railway was seriously undertaken, there has been a steady stream of settlers from the American side to the Canadian. For every settler who has left Manitoba for Dakota, twenty have left Dakota for Manitoba. These facts are a sufficient answer to those who are continually saying all they can to injure and misrepresent this country."

HON. MR. POWER—What paper is that from?

HON. MR. PLUMB—It is not from the *Globe*. It is from the London *Free Press*. He may be sure that any paper speaking favorably of Canada is not of the same political stripe as the *Globe*. Under the heading "Manitoba's rights," the *Globe* publishes the platform of the "Manitoba Home Rights Provincial League," in which the following appears :—

"The Tariff was adopted entirely in the interests of the manufacturers and producers of the East, without any reference to the needs of this country. It discriminates against us in favor of Dakota and Minnesota, and justice to our wants imperatively demands its immediate modification, so far at least as it affects Manitoba and the North-West."

A letter from a special correspondent of the *Globe* at Winnipeg is headed "Manitoba troubles. Discontent coming to a head in the Prairie Province. Result of a series of blunders. The farmers will have their rights by some means. Down with monopoly. Threatening to burn elevators and tear up railways. The situation very serious." The correspondent says :

"All through the controversy which has been raging in regard to the Government of this country no newspaper has displayed a fuller knowledge of the requirements of this country than the *Globe*, nor has it gone beyond the mark in predicting that, unless good government be at once vouchsafed to us, our position in Confederation will every day become more a matter of form, and that finally we will shake ourselves loose from the monotonous burden and seek some more congenial government. There is no doubt that the Canadians are a loyal people; they love their institutions and their traditions, but they are common sense people as well, and will not allow their generous sentiments to be used against them to compel them to sit still while other loyal people are steadily accomplishing their ruin.

"The day has gone by when, by a peculiar perversion, forms of government were worshipped for themselves, and every Canadian, at any rate, has learned that governments are made for the conveniences of men, and not men for the glory of governments The day has come when the lumbering blue mould appendages of Government must be scattered to the four winds, and when a system of government is chosen like a particular kind of reaping machine—because it is the best for the purposes for which it is required, and for no mysterious or awful reason whatever. This is especially the case in Manitoba and the North-West. The country is young, the population is made up of all nationalities, people have come here to make money. We are independent of the eastern Provinces We are not independent of the United States. We have almost the certainty of a short ocean ronte to the Old World by means of Hudson Bay, and, in fine, we are too young and too vigorous to be plundered by a number of men under the constitutional guise of a government. * * * * *

"The feeling in this country is one of discontent and widespread resentment. The organizations which have been formed throughout the country by the farmers are not for the purpose of whiling away the winter merely. It has come to be with them a struggle for existence, under the crushing weight of monopolies fostered and legislation fathered by the Federal Government, and if they are unsuccessful in demanding redress they will either adopt unconstitutional means to bring their troubles before the notice of the Government, or rather gather up their belongings and follow the disappointed train which daily crosses the international boundary. It seems hardly necessary to say what is driving them away. The tariff on agricultural implements is death to them. * * * * In Manitoba City to-day the indignant people are threatening to burn down the elevators and pull up the railway track. Peaceable and practical as the settlers are, special watchmen are required to save the property of these monopolies from devastation. A central indignation meeting will be held at Brandon, on the 26th inst., when delegates will attend from Winnipeg and many towns throughout the country, and in the meantime what should have been peaceful settlements are placarded with hostile posters, damning a long and weary series of monopolies. The evils of the elevator monopoly are due to the Canadian Pacific Railway. Ogilvie built elevators here and there along the track of the railroad. Every bushel of wheat must go through an Ogilvie elevator or be shipped on Canadian Pacific Railway cars. No other elevator can be built because the Canadian Pacific Railway owns the land and will not allow it. Every bushel of grain which is elevated incurs a charge of three cents, and every bushel which is not elevated must be re-shipped at Grena or Duluth at a cost of ten cents, as the Canadian Pacific Railway refuse to allow through cars by other line—and their yards are full of them—to be loaded with any of the grain.

"Is it much wonder that firebrands and rebellion are talked of in Southern Manitoba? Are we to believe reports that four out of every six families there settled will cross the international boundary before another spring?

"It would be well to remember that though there is a Canadian sentiment here, a sentiment is in any case but limited in its power as a spring of action. It would be well not to forget that the business men of this country are under obligations to Americans for what support they have received and are receiving during this financial trial."

Just after this the general manager of

the Canadian Pacific Railway wrote to the *Globe* to say that my hon. friend, Mr. Ogilvie, and his firm, never had the monopoly of the elevator business; that the Canadian Pacific Railway had certain rules as regards construction of elevators to protect neighboring station buildings from fire, and that any man who wished to build an elevator could get permission to do so by complying with the same rules that were enforced by all the other railways in the West. There are over 300 elevators on the line, and my hon. friend certainly does not own them all. There is competition in wheat buying and storing wherever there is business to warrant it, and there has been every encouragement given by the Company to such competition. The cry was started for the purpose of injuring the Canadian Pacific Railway, the country through which the railway passes, and the Government which had to do with the building of the railway. The *Globe* says, speaking of the land regulations :—

"It is but natural that they compare their own condition with that of the settlers whom the reservations and the regulations drove out of the Canadian North-West to be treated very differently at the other side of the line. Mr. Macpherson, unless he is bound to make no material change in the disastrous policy of his predecessor, may easily gain a high reputation by merely undoing as far as possible the mischief that has been done, and by so amending the regulations as to remove the numberless barriers which now stand in the way of settlement."

HON. MR. POWER—Hear, hear! That is sound.

HON MR. PLUMB—Yes, but nothing more. On November 24th the *Globe* stated :—

"Our correspondent whose letter we published yesterday, states once more the grievances of which the settlers in the North-West complain. They are burdened with monopolies, burdened with enormous taxation, harassed and worried by land regulations which are as absurd in some respects as they are unjust in others, and rendered almost desperate by misgovernment. From some districts it is almost impossible to get the wheat to a market. Those who do reach a market find that, owing to railway monopoly and to an elevator monopoly which has lately been added to all the other grievances, they can get no more than sixty cents, instead of the ninety cents which it should now be worth. The complaints of settlers, while they came from individuals, were unheeded at Ottawa.

"The Tory organs say that the North West land regulations are more liberal than those of Dakota. But as the Manitoba *Free Press* says: 'Dakota's land regulations have not driven Americans into Manitoba. Can it be truthfully affirmed that our land regulations have driven no Canadians to Dakota?' Unfortunately it can not. The whole country is so given over to monopolists, and favorites, and political parasites, and everything is managed so entirely in their interest, that thousands, despairing of justice or unable to find in all that vast territory a place on which they could settle in safety, fled across the lines. And they continue to flee in vast numbers even to this day. Professor Bryce, of Manitoba College, in an interview, the report of which will be found elsewhere, stated that he found a large district in Dakota thickly settled, in which of the two or three hundred families all but twenty or thirty were Canadians. He knows seven Presbyterian ministers, Canadians themselves, whose congregations are Canadians. In the part of Northern Dakota which he knows there are thirty thousand Canadians. These people still retain their love for Canada, and would not have left it if bad laws and misgovernment had not driven them out. What Prof. Bryce says only confirms what has been so often said of the exodus of Canadian settlers from the Canadian North-West. The monopolists, the land-grabbers, the political parasites, and the swarm of adventurers whom the Government would help to devour the products of the settlers' labors, were so greedy that they drove out of the country all the settlers who could get out."

About the time that was written Mr. Moore, a well-known citizen of Toronto, returned from a trip through the Canadian North-West, and delivered an address at Shaftesbury Hall. His address was published in several of the Toronto papers; I could not find that it appeared in the *Globe*. It was a matter of public information, and the newspapers generally endervor to give such information to the public, but it was favorable to the North-West, favorable to the mangement of the Canadian Pacific Railway Company and the lands along the line, and it did not find a place in the *Globe*.

I happened to turn up the Winnipeg *Times* of January 29th, and I found the following article on this question :—

"Wm. Craig, formerly of Waterloo, and now of Northern Dakota, writes to the Galt *Reporter* that the settlers in his district are mostly Canadians and Norwegians. The Canadians are all Grits and rail loudly against Sir John, and the Railway monopoly of Manitoba.

"But it appears they have even greater

grievances than those which their fancy ascribes to the lot of the Manitoba settler. The Manitoba Road and the Minneapolis Millers Association treat them mercilessly. To make matters worse they counted on getting 30 bushels of wheat to the acre, while the usual average is only 17 bushels and the price only 75 cents per No. 1 hard.

"The land regulations have been the means of getting a great many settlers so envolved financially, that it will take years of hard labor and privation to extricate themselves, and a great many cases end in the Mortgagees getting everything."

"By way of proving that foreclosures are numerous, Mr. Craig says that some of the buildings in town are literally covered with bills advertising sales of mortgaged stock, mostly horses.

"These are facts which the Manitoba settlers should keep in mind while listening to the rhapsodies of the political agitators about 'going over to Dakota and Minneapolis in a body.' To go from the frying pan into the fire has never been regarded as the part of wisdom. Moreover, while the real grievances of the Manitoba farmers are rapidly disappearing, the farmers on the other side of the line have almost lost hope of obtaining redress. The Millers association and the Railways play into each others hands and say 'public opinion be hanged!'"

I find the following in a paper published in Minnesota, the Minneapolis *Canadian-American*:—

"Canadians, who are in such a dreadful stew over the rates charged by the Canadian Pacific Railway, would perhaps be a little more moderate in their criticisms if they were aware of the freight charges of the Northern Pacific. It is a fact that Union Pacific rates for the same distances are 15 to 30 per cent. higher than those of the Canadian line.

"In charging extortion upon the North-Western Railways, a great deal of recklessness is displayed by the public. The operating expenses of such roads as the Union Pacific, Canadian Pacific Railway, and St. Paul, Minneapolis & Minnesota are at least 75 per cent. higher than those of Eastern lines.

"They have not a concentrated traffic such as the Grand Trunk or roads between Minneapolis and Chicago have to command, and moreover, their traffic may be said to be all one way, as the cars which carry their wheat east return to them empty, a fact that increases the cost of transportation. Having watched this controversy over the position assumed by the Canadian Pacific towards the wheat growers of Manitoba in respect to frozen wheat, the condition of shipment, and the opportunities offered for the storage of grain, we cannot but express the opinion that the Railway Company have acted considerately and even generously in the matter."

The second quotation is the testimony of a Minnesota paper. Not long ago—and it comes fairly in this connection—a statement was made that the Canadian Pacific Railway Company used their power to extort enormous rates for traffic, disproportionate altogether to the rates charged by other roads

The *Globe* has made that statement from week to week and month to month, and one of my hon. friends who, I am sorry to see, is not in his place to-day, read a comparative statement of freight rates—a comparison between the first-class rates of the Grand Trunk Railway upon its most settled sections and the first-class rates on the Canadian Pacific Railway in a sparse population; but, be it understood, there is but little first-class freight on the Canadian Pacific Railway. Not ten per cent. of its freight is first class—not 7½—the real comparison is between similar lines and the Canadian Pacific Railway on the freights that the North-West principally requires: salt, wheat, oats, lumber, agricultural implements, &c. I ventured to challenge my hon. friend's statistics at the time he produced them, and now, for the information of the House, I will show that I was justified in doing so. The last tariff of the Canadian Pacific Railway, as compared with the rates on the St. Paul and Manitoba, the Northern Pacific Railway and the Union Pacific Railway, will show how little foundation there was for my hon. friend's contention, or for the *Globe's* charges. The comparison is as follows:

COMPARISON OF RATES ON PRINCIPAL COMMODITIES TAKEN FROM THE TARIFFS OF THE CANADIAN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND ST. P. M. & M. RAILWAYS.

DISTANCE.	WHEAT, Per 100 Pounds.				SALT AND CEMENT. Per Bbl. 300 Lbs.				LUMBER. Per 100 Pounds.				LIVE STOCK. Per Car.				AGRICULTURAL IMPLEMENTS. Per 100 Pounds.				EMIGRANT'S EFFECTS. Per Car.				COAL. Per Ton.		
	Can. Pacific.	Un. Pacific.	Nor. Pacific.	St. P. M. & M.	Can. Pacific.	Un. Pacific.	Nor. Pacific.	St. P. M. & M.	Can. Pacific.	Un. Pacific.	Nor. Pacific.	St. P. M. & M.	Can. Pacific.	Union Pacific.	Nor. Pacific.	St. P. M. & M.	Can. Pacific.	Un. Pacific.	Nor. Pacific.	St. P. M. & M.	Can. Pacific.	Un. Pacific.	Nor. Pacific.	St. P. M. & M.	Can. Pacific.	Nor. Pacific.	St. P. M. & M.
10 Miles	8	5	7	7	18	15	21	21	5	5	5	4	10.00	10.00	12.00	10.00	6½	6	7	7	6.50	10.00	14.00	14.00	1.00	1.40	1.00
25 "	10	8	10	11	26	24	30	33	6½	6	8	7	18.00	16.00	20.00	18.00	9½	13	13	12	9.50	16.00	26.00	24.00	1.25	1.80	1.40
50 "	13	13	16	13	36	39	48	45	9	10	11	11	25.00	26.00	28.00	26.00	14½	23	18	19	14.50	26.00	38.00	38.00	1.56	2.60	2.00
75 "	15	19	20	16	42	57	60	52	11½	15	14	14	33.00	33.00	40.00	33.00	18½	28	24	25	18.50	38.00	48.00	50.00	1.75	3.40	2.20
100 "	17½	20	25	18	48	60	75	60	14	15	18	16	39.00	40.00	47.00	42.00	21	38	29	30	21.00	40.00	58.00	60.00	2.00	4.40	2.60
200 "	23	40	41	24	66	1.20	1.23	89	18½	30	27	21	60.00	80.00	68.00	62.00	30	54	39	48	30.00	80.00	78.00	96.00	2.60	7.00	4.00
300 "	26	60	48	28	84	1.80	1.44	1.05	23	45	35	26	77.00	120.00	90.00	82.00	38½	78	50	63	38.00	120.00	100.00	126.00	3.30	8.80	6.00
400 "	28	80	58	29	99	2.40	1.74	1.15	27½	60	44	30	94.00	160.00	114.00	95.00	47	93	63	75	47.00	160.00	126.00	150.00	4.00	10.80	8.00
500 "	30	1.00	68	30	1.14	3.00	2.04	1.25	32	75	54	32	110.00	200 00	147.00	105.00	55	1.09	81	85	55.00	200.00	162.00	170.00	4.90	12.80	9.00
600 "	35	1.20	77	....	1.29	3.60	2.31	...	36½	90	62	...	124.00	240.00	172.00	.....	62	1.33	95	....	62.00	240.00	190.00	.....	5.70	14.60	.....
700 "	38	1.40	82	....	1.44	4.20	2.46	..	41	1.05	69	....	140.00	280.00	190.00	.....	70	1.53	1.02	....	70.00	280.00	204.00	.....	6.40	16.00	.....
800 "	41	1.45	95	....	1.59	4.35	2.85	....	45	1.15	75	....	153.00	290.00	210.00	.....	76½	1.76	1.20	....	76.50	290.00	240.00	.....	7.00	17.20	.....
900 "	45	1.45	1.05	....	1.74	4.35	3.15	....	49	1.15	80	....	166.00	290.00	230.00	.....	83	1.80	1.30	....	83.00	290.00	260.00	.....	7.55	19.00	.....
1000 "	50	1.45	1.10	....	1.89	4.35	3 30	....	52½	1.15	80	....	180.00	290.00	240.00	.....	90	1.80	1.37	....	90.00	290.00	274.00	.....	8.00	19.00	. ....

I think that will effectually refute the assertion that there are such exorbitant charges on the Canadian Pacific Railway, an assertion persistently repeated in the articles in the *Globe* and elsewhere in the press and in Parliament, intended to discourage emigration, and to show that the settler is more liberally treated by roads which are doing the same kind of business, through the agricultural country on the other side of the line. I wrote lately to the manager of the Canadian Pacific Railway calling his attention to a statement in the *Globe* that a bushel of wheat is worth 80 cents in Winnipeg, and the cost of taking it to Liverpool is $1.07. The manager replied :

"On the opening of navigation our rate from Winnipeg to Montreal will not be far from twenty-six cents per bushel, and as the rates from Montreal to Liverpool average about 83 cents per quarter, the through rate from Winnipeg to Liverpool will probably be something under 40 cents per bushel, including insurance &c."

I also sent him a letter of the Manitoba correspondent of the *Globe* in which he said that a prime necessity in Winnipeg was stone for building cellars; that it was carried over a branch of the Canadian Pacific Railway from Stony Mountain; that they could not get it elsewhere, and that the rate charged from Stony Mountain to Winnipeg when the Mackenzie Government ran the road was only $5 per car load of three cords, and that it is now $14.40 per car of two cords. In reply the manager says :—

"I have to say that I am unable to discover any evidence that there was a railway in operation in Manitoba during the Mackenzie Government, and further that our rate on stone from Stony Mountain to Winnipeg is $1.20 per ton."

That disposes of another malicious invention. Now, I will finish what I have to say on this subject, by comparing the North-West land regulations, which are so strenuously complained of, with those of the United States. I think hon. gentlemen will see that some reckless and malicious attacks have been already successfully refuted, and will not refuse to listen to what I have to say, so long as it is pertinent to the general argument. The statement upon the land policy which I am about to read from the *Mail*, I prepared myself. I carefully examined the United States land laws, and the synopsis which I have given is strictly accurate, and can be readily verified by any one who chooses to refer to published regulations.

Mr. Macfarland, the United States Commissioner of the Land Office published his report in October last. He stated that one of the well-grounded complaints made against their management of land affairs was that patents are not issued promptly, and the evil had grown to such enormous magnitude in the United States, that he was obliged to ask Congress to give him a hundred extra clerks to bring up the arrears. I will now read from the *Mail* the article referred to.

A comparison between the homestead policy of Canada and the United States, will show which is most favorable to settlers.

CANADA.	UNITED STATES.
"The head of the family, or any male person not less than 18 years of age, is entitled to a homestead entry.	"Any male person not less than 21 years, is entitled to a homestead entry. Such entry may be for any quantity not exceeding 80 acres in the first, or $250 class, or 160 acres in the second or $125 class of lands open therefor. The homestead settler has not the right of pre-emption. He obtains a patent at the end of five years' residence and cultivation. He cannot have a second homestead entry. He may commute by purchase, after one year's residence, but it is recommended that this privilege be modified and restricted."
"Such entry may be for any quantity not exceeding 160 acres in any land open therefor; the even numbered sections, on about eighty millions of the most fertile lands being free for selection until the first of January, 1885. The settler will have the right of pre-emption of an adjoining tract of the same extent as his homestead, which he can purchase at the end of three years, at Government prices. He obtains a patent at the end of three years' residence and cultivation. He may have a second homestead entry, and a third and fourth. He may commute by purchase, after one year's residence."	

"A clue to the constant attacks made upon the Government policy, and the misrepresentations in regard to the North-West as a field for settlement, which have been endorsed and

circulated with evident satisfaction by the Grit press, has been discovered in the personal interests held by prominent Ontario officials in Dakota. Mr. Ross (Opposition) M.P. for Lisgar, in the debate on the Land Bill, last Session, gave another when he stated that 'there are persons in the North-West who act as agents for the United States Government, and the United States railway companies.' The fabulous accounts of the exodus from our territories to Dakota are doubtless inspired by the interested persons above named, and it is not a little suspicious that they make mention of Dakota only."

"Credulous persons will be found always who will fall a prey to land sharks. Those who expected to obtain a homestead at the first Pacific Railway station may think they will be more successful in Dakota. It would be strange, indeed, if there were none disappointed or dissatisfied among the thousands who have undertaken a new life which cannot be wholly exempt from privation and hardship. Some of these may go across the border, but we believe that Mr. Scott, M. P. for Winnipeg, was within the mark when he said in the course of the Land Bill debate that 'for every one who has left for Dakota ten have come from that territory into Manitoba.'

"Many who have been most fortunate in their selections and holdings will find excuse for grumbling in the Dominion tariff, but they will not stultify themselves by changing their residence to a country where a far higher tariff prevails, where the average yield of wheat is less than one-half of that in Manitoba or the North-West."

Now, in the comparison between the two methods, can anyone fail to see how much more advantageous to the settler is that of the Dominion, and I wish here to make and emphasize the statement which I find has not been thoroughly understood even amongst those who are favorable to our land policy, and where it is understood by our opponents it is concealed; that throughout our whole North-West in the Government lands, in the colonization societies' lands, and the railway lands, the homesteader can take up his location on any even-numbered sections which are not already taken up by another homesteader. The even-numbered sections are reserved to him from all colonization grants, from the railway company, and from all large sales; they are reserved exclusively for him and are not locked up as the public generally have been led to believe. He has now 80,000,000 acres to choose from upon terms which could scarcely be made more favorable or more liberal. What can he gain by going to Dakota or anywhere else across the border where tariffs are higher and land laws infinitely less favorable? The Canadian Pacific Railway opens up 900 miles of fertile lands whose capabilities for production have been fully set forth, and can scarcely be exaggerated. Every facility is offered to the settler or purchaser, and the railway rates have been shown to be far lower than those of any railway in the United States similarly situated. The United States Commissioner says the abuses of the homestead law have been so great that he recommends that the Government repeal the Act altogether. When we are told that our homestead settlers in the North-West are ground down by our tariff it should not be forgotten that they received their lands as a free gift. They took them with a full knowledge that the tariff was in full operation. No one for a moment supposed that they could be specially exempted from it. They certainly have no reason to complain; it was not passed after general settlement began and the hon. gentlemen on the opposite side seem always to forget that there was a seventeen and a half per cent. tariff not only on agricultural implements, but on the greater part of the necessaries of life prior to the present increase. Our tariff Act was acknowledged by Mr. Mackenzie to have raised duties only from seventeen and a half to twenty two and a half per cent. on the average, and yet the argument of our opponents seems to be based on the assumption that we have put the whole tax now levied by the tariff on those articles; that we had found a free list and had levied duties to the average amount of twenty-two and a half per cent. It is well to remember that until 1874 upon the general list of the tariff the rate of duty was fifteen per cent. It was raised in 1874, by Mr. Cartwright to seventeen and a-half per cent. Alarming deficits resulted and to recoup the Treasury and restore the equilibrium between receipts and expenditures as well as to protect our industries, the present tariff, as I have said before, was increased from seventeen and a-half per cent. to twenty-two and a-half per cent. average in the first session of the Parliament elected in 1878, under the sanction of a great majority of members. As an issue at the general election of 1882, it was sustain-

ed by the return of a large majority of supporters of the Government.

I think it was due to myself under the hon. gentleman's challenge to vindicate my former assertions in respect to what seems to be a persistent intention to misrepresent the condition of the North-West and of its settlers. I have before me many more extracts from the *Globe*, in support of my position which would take up too much time to read, and I have already trespassed on the patience of the House. At least fifty such attacks as I have noticed have been published in that paper within the six months, all bearing upon and corroborating my statement. During October, November and December, they appeared almost daily. I would not have ventured to address the House this afternoon had I not known that there was no other business before it, and that I should occupy time that would not interfere with the public business. But the hon. gentleman challenged me, and when a statement was made on the other side of the House with regard to the Canadian Pacific Railway rates, I felt that those statements required to be corrected; and the House will see that I have shown that a great political newspaper in this Province and its echoes have taken advantage of every opportunity either by indirection, by innuendo, by insinuation or by direct attack to decry or oppose the progress and settlement of the invaluable heritage of Canada; and also to impede and if possible thwart the operations of the railway which has been making such progress towards opening up that country, and ruin its credit. Within the last two or three days we heard—I will not say exactly how or where, because I cannot refer to a previous debate—an echo of the *Globe* in a statement made on the floor of this House to the effect that a large number of settlers were going to Dakota. It is but a few days ago that the newspaper to which I have referred asserted that the Canadian Pacific Railway Company, not satisfied with the advance which had been made to it, had applied to the Government, took it by the throat and demanded another $5,000,000. It was circumstantially stated, and stated in a way that was calculated to injure seriously, if not to ruin the financial standing of the Company, and although it failed of its intended effect, it was quoted by the "Bear" interest in Wall street and everywhere else where people were speculating in Canada Pacific Railway stock. The assertion of the *Globe* was that Mr. Stephen, the President, and Mr. Drinkwater, the Secretary of the Canadian Pacific Railway Company were here last week and had an interview with Sir John Macdonald in which they imperatively demanded the loan. At the time Mr. Stephen was in Montreal preparing to go to England, and he actually sailed on Saturday. In the meantime, before his departure, he published a full denial of every statement in the article in question, and it has been denied by a Minister on the floor of Parliament. I wish to call the attention of hon. gentlemen to the fact, to show what reliance can be placed on the statements of a leading journal which lends itself to the promulgation of falsehoods for which it can give no shadow of excuse or justification and, as in this instance, when the falsehood is exposed and refuted, no explanation or apology has been given. Such a course is an insult to its readers and to the public. The hon. gentleman from Halifax, in constituting himself the champion of that portion of the Opposition press which has been hostile to the settlement of the North-West, gave me a fair opportunity to make a statement which I intended to be an exhaustive one, and I believe I have made it so.

I must apologize for having taken up so much time, but everything I have stated has been based upon authority which is authentic in every way, and I shall hand in the memorandum which I have read in regard to comparative freight rates, which I consider most important, to have placed in the record. Dr. Tanner's contradictions of the statement of the *Globe* respecting the conditions of the lands on the Pacific Railway I shall also hand to the reporter; I beg to submit that it is a sufficient refutation of the statement that the original route for the road as located by the Mackenzie Government was a better one than that which now passes through the richer and better settled portion of Manitoba and the fertile belt of the North-West, to state that it reaches the invaluable coal districts of Calgarry and Bow River, and I thank the hon. gentleman from Halifax for

having unintentionally, no doubt, given me this opportunity.

HON. MR. POWER—The hon. gentleman who has just sat down made one statement at the close of his remarks with which we shall all be disposed to concur, that his speech has been an exhaustive one. It certainly has been exhaustive of the patience of the House or of the few members who have heard him to the end. We know the hon. gentleman's staying powers are great; and it has not been so exhaustive to him as it has been to his hearers.

As the Speaker very properly said, great latitude is allowed in a debate on a motion to adjourn; Members are permitted to talk almost about everything; but I have never known an instance during the eight sessions that I have had the honor of a seat in this House, in which an hon. gentleman has abused the privilege in the way in which the hon. member from Niagara has done this afternoon. He talked about "matters and things in general, and several things besides," on the pretext that he wished to carry out a pledge which he made some six weeks ago to furnish some extracts to the House to justify language which he used with respect to the *Globe* and some other Reform newspapers. The hon. gentleman stated as will be found on reference to the debate of that day, that these newspapers had decried our own North-West and described Dakota as being a paradise in comparison; and that he would furnish ample evidence of the fact.

The hon. gentleman said he would do that; that he would point out fifty cases in which it was done. Now, he has kept us here two hours; and he has not given us during that time a single instance in which a Reform paper has stated that the soil or climate of Dakota was better in any way than the soil or climate of the Canadian North-West; on the contrary, in one of the citations from the *Globe* which the hon. gentleman made it was stated that the land in Dakota was inferior in quality to the land in Manitoba.

HON. MR. PLUMB—I said it stated that Dakota was a better place for a settler than the Canadian North-West.

HON. MR. POWER—One of the very passages he referred to to prove his point stated that the land in Dakota was inferior to that of Manitoba; and if any hon. gentleman will take the trouble to refer to that debate—I do not think any one will—he will find that my statement was that the Reform newspapers had said that the unfortunate or injurious land regulations of the Dominion Government had a tendency to drive settlers out of Manitoba into Dakota. That statement has not been shown to be false; and the hon. gentleman has failed completely to find any of those unpatriotic statements which he attributed to the Reform press, to the effect that the soil or the climate of Manitoba was inferior to the soil or climate of Dakota. The hon. gentleman has made charges of want of patriotism against the Opposition press—manufactured them out of their statements as to the bad administration of the country. I think the hon. gentleman must have felt that these statements were rather childish. I regret that in this country the press on both sides of politics is rather more extreme in its statements than it should be. As I stated on a previous occasion, when this matter was before the House; in 1877 and in 1878 we had the most tremendous onslaught made on the Government of that day; and the most harrowing pictures were painted of the way in which the people were flying from this unfortunate and misgoverned country to the country south of us. I though it was unfortunate that statements of that sort should have been made. I do not at all mean to say that I look upon all the statements that are made to-day in the newspapers that are supporting the party to which I belong as wise or judicious. I do not feel that I am bound to stake my reputation for veracity, or anything else on statements which occasionally appear, particularly in the correspondence columns, in those papers.

I do not think the hon. gentleman said anything else to which it is necessary to call the attention of the House. It may be that the statements of the *Globe* and other newspapers, as to the railway rates and land regulations were not always as judicious as they might have been; still they have had the effect, I think, of causing a considerable reduction in the railway rates, and a considerable modification in the land regulations; and I am rather surprised, if my hon. friend

from Niagara regards the land regulations as being so perfect, that he should have insisted the other day, at the cost of great mental anguish to himself, on a further amendment to the Government's Land Bill.

The motion for adjournment, with the leave of the House, was withdrawn.

BILL INTRODUCED.

Bill (M), "An Act to authorize the transfer of prisoners from one jail to another in certain cases." (Sir Alex. Campbell.)

The Senate adjourned at six o'clock.

THE SENATE.

Ottawa, Tuesday, April 8th, 1884.

The SPEAKER took the Chair at Three o'clock p.m.

Prayers and routine proceedings.

WINNIPEG & HUDSON BAY RAILWAY AND STEAMSHIP COMPANY'S BILL.

SECOND READING.

HON. MR. HOWLAN, from the Committee on Standing Orders and Private Bills, reported Bill (131) "An Act to amend the Act to incorporate the Winnipeg & Hudson Bay Railway and Steamship Company."

HON. MR. GIRARD moved that the 51st and 57th rules of this House be dispensed with, as recommended in the 22nd report of the Committee on Standing Orders and Private Bills.

HON. MR. POWER—I do not rise for the purpose of opposing my hon. friend's motion, but inasmuch as the report of the Committee stated that no notice has been given in this case, although there were other parties interested in the subject matter of the Bill, and as no petition has been presented, I think it only right that the hon. gentleman should submit some reasons why the rules should be suspended.

HON. MR. GIRARD—I do not think the present case is an ordinary one. It is not actually a new Bill which is now before us, or I should have some hesitation in proposing the adoption of the report, as I am always careful to observe the rules and regulations of this House. This is really an old Bill, but we are asked to give facilities towards the promotion of a great railway scheme which, if successful, will have a decided effect on the wealth and importance of this Dominion. Under the circumstances it seems to me that the party of gentlemen who obtained an act of incorporation a few years ago for the construction of this railway, should be treated with the greatest liberality. It was expected some time ago that an amalgamation would take place between this and another company who also have a charter of the same character, but that amalgamation has not taken place up to the present time. Provision is made in the Bill, however, by which this amalgamation of the two companies can yet take place. As this Bill only asks for a further extension of the time within which to put this project into operation—a project in which the whole of the people of the North-West are deeply interested—and to secure which they have put forth the most earnest efforts, I do not think it should meet with opposition in this House. The Bill is not absolutely a Private Bill; it is more of a public character, because the adoption of it will give satisfaction to an important portion of the people of the Dominion, and at the same time advance the interests of the country as a whole.

The motion was agreed to.

Hon. Mr. DICKEY, in the absence of Mr. Girard, moved that the Bill be read the second time.

The motion was agreed to and the Bill was read the second time.

PRINTING OF PARLIAMENT.

EIGHTH REPORT OF THE COMMITTEE ADOPTED.

HON. MR SIMPSON moved the adoption of the 8th report of the Joint Committee on the Printing of Parliament. He said it was one of the usual reports, recom-

mending the printing of certain documents, and that certain other documents be not printed.

The motion was agreed to.

SEVENTH REPORT OF THE COMMITTEE ADOPTED.

HON. MR. SIMPSON moved the adoption of the 7th report of the Joint Committee on the Printing of Parliament. He said: During my absence from the House the other day, Mr. Wark kindly presented the 7th report. It ought to have taken precedence of the report just adopted, and in it we certainly stray from our usual policy, as we recommend that two officers employed by the other House and paid by that House,—whose duties are defined also by the other House, should receive—one of them an advance of $300 a year—and another an advance of $200 a year—in their salaries. It is a new action on the part of the Committee, but I believe the members of the Committee were pretty unanimous in passing it, though some of them felt we were going beyond the bounds of our duty. However, I suppose it is my duty, as the report was handed to me, to move its adoption. I move it rather reluctantly, as I think we are setting a very bad precedent if the House adopts the report, for my impression is that once it is adopted, other officers may make it a precedent, and apply for favors of the same kind. I may add that the report was adopted in the other House.

HON. SIR ALEX. CAMPBELL—As the report has been adopted in the other branch of the Legislature, there is less objection to its being adopted here, but had that not been the case, it would have been a matter for the House to consider seriously, whether we should depart from what has been our ordinary practice. The officers referred to by the hon. gentleman are the officers of the other House, and therefore are subject in every way to the rules of that House, and it would be a very improper thing for us to interfere. It seems to me it would be better, if such a question should come up again, to say—instead of recommending an increase of salary—that we recommend the officer to the favorable considerarion of the House of which he is the servant, and then it would be for that House to deal with it in a proper manner. I do not object to the adoption of the report, under the circumstances, but otherwise I would feel it my duty to oppose it.

HON. MR. OGILVIE—I personally know one of those officers referred to in the report. Mr. Romaine has saved to the country three times—in fact nearly ten times—his present salary, every year since he has been there. He has worked almost constantly and I know he has saved, in stationery alone, three or four times what his salary amounts to. He did not need to work as he has done, but being enthusiastic in the discharge of his duty, he has performed work which was not done by any of his predecessors.

HON. SIR ALEX. CAMPBELL—I believe he is a meritorious officer, but that does not affect the argument that I have used to show that, if his salary should be increased, it should be done by the other House, whose servant he is.

HON. MR. DICKEY—I imagine that my hon. friend from Montreal has entirely misapprehended the scope of the suggestion of the leader of the Government, which to my mind is eminently a proper one. The suggestion is that this House should not be put in the position of passing on the question of an increase of salary to officers who are employed by the other House.

HON. MR. HAYTHORNE—As a member of that Committee I think, so far as my memory serves me, that the action taken by the Committee was that recommended by the leader of the Government in this House: that it was beyond their power to recommend any increase to any of the officers in that Department, and that they could only recommend the officers to the favorable consideration of the proper authorities.

The motion was agreed to.

CONTINGENT ACCOUNTS OF THE SENATE.

FOURTH REPORT ADOPTED.

HON. MR. VIDAL moved the adoption

of the fourth report of the Select Committee on the Contingent Accounts of the Senate.

The motion was agreed to and the report was adopted.

NORTH-WEST TERRITORIES AMENDMENT BILL.

SECOND READING.

HON. MR. MACPHERSON moved the second reading of Bill (L) "An Act to Amend the North-West Territories Act 1880." He said: This Bill is simply for the purpose of facilitating the administration of the North-West Territories, and particularly to authorize the Governor-in-Council to create new registration districts. The greater part of the Bill is devoted to that, which I will explain more fully when it goes to the Committee of the Whole. There is also a provision respecting the appointment of deputy sheriffs, and the jurisdiction of magistrates, all of which will be explained in detail when the Bill is in Committee.

HON. MR. HAYTHORNE—I hope the hon. gentleman will give us an explanation of the principle on which the Bill is based.

HON. MR. MACPHERSON—I have stated the object of the Bill, and that I would explain its details in the Committee.

The motion was agreed to and the Bill was read the second time.

SHIPWRECKS INVESTIGATION AMENDMENT BILL.

THIRD READING.

The House went into Committee of the Whole on Bill (117) "An Act to amend an Act respecting inquiries and investigations into shipwrecks and other matters, as to the powers of the Minister of Marine and Fisheries in certain cases reported to him under it."

In the Committee,

HON. MR. POWER said that with reference to the second clause he had been led into error in the remarks he had made on the second reading, because at that time the only form in which he had the Bill was the one in which it was introduced in the House of Commons, and he saw that, in the Committee of the other House, he presumed, the latter part of the clause as it stood in the original Bill was struck out.

HON. MR. MACDONALD, from the Committee, reported the Bill without any amendment.

The report was received and adopted.

HON. SIR ALEX. CAMPBELL moved the third reading of the Bill.

The motion was agreed to, and the Bill was read the third time and passed.

BILLS INTRODUCED.

Bill (N) "An Act to extend the limitation of time under the Act 43 Vic., cap. 7, entitled: 'An Act for the final settlement of claims to land in Manitoba by occupancy under the Act 33 Vic., cap. 3.'"—(Mr. Macpherson).

The Senate adjourned at 4:00 p.m.

THE SENATE.

Ottawa, Wednesday, April 9th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

STEAMSHIP COMMUNICATION WITH FRANCE.

MOTION.

HON. MR. TRUDEL moved

That an humble address be presented to His Excellency the Governor General, praying that His Excellency will be pleased to cause to be laid before this House, copies of all documents and correspondence in possession of the Government, relating to the establishment of a line of steamships between France and Canada.

He said: The attention of this hon. House has already been called to the immense advantage which would be de-

rived by this country from the establishment of a line of steamers between Canada and France. I think that France is one of those countries with which it would be of the greatest interest to the people of this country to deal, and for that reason and many others the establishment of such a line would prove highly beneficial. About two years ago I met a number of persons on the other side of the Atlantic who were very deeply interested in such a scheme. I was travelling between Marseilles and Geneva and met the superintendent of Marine Works on the Mediterranean, who gave me information which I considered of sufficient importance to be laid before the Government of this country at the time. Accordingly I wrote to the hon. Secretary of State, giving him the information I had received. I have been informed since then that several communications have been forwarded to the Government on the same subject, and I think it is important that the whole of that correspondence should be laid before Parliament, in order that the public may be informed on subjects of great interest to them. I do not intend to deal with this question at length until the papers are laid before the House, but it is very likely that they will then be supplemented by some documents and correspondence which I have in my possession and which will show the importance of some steps being taken in this matter. I was astonished to hear from the gentleman to whom I have alluded that a very powerful Company had been formed in France previous to the year 1881, this Company being composed of men of great wealth, of large experience in navigation and possessing every qualification necessary to carry out this scheme to perfect success in the interests both of Canada and of France. But, as I was told, those gentlemen, having organized their Company, opened a correspondence with some people in Canada from whom they learned that the only practical way to succeed in their enterprise was to ally themselves with certain persons in the Province of Quebec, in the City of Quebec, and to pay them a certain fee—I think it was 140,000 francs—that it was the only practical way to get the ear of the Government here. When I heard that I protested against it and assured these gentlemen that it was not the fact, and that I was sure that the Government of Canada would be perfectly willing to aid any scheme of the kind which should be laid before them. Immediately after this interview I wrote to the Secretary of State, as I have said, asking him to communicate the matter to his colleagues in the Government, or at least to the leader of the Government. Some two months afterwards, while I was still in Europe, I received a letter from the Secretary of State assuring me that those gentlemen were entirely mistaken—that there was nothing of the kind. I immediately communicated this letter to the gentleman with whom I was corresponding, a gentleman well known in France, the Superintendent of Marine Works on the Mediterranean. Afterwards I received a reply from him informing me that unfortunately for himself and his friends, before the reception of my letter he had been in Paris and communicated with his partners, and they had decided to abandon the scheme of establishing a regular line between France and Canada, having become disgusted, in consequence of the information which they had received from several sources. He told me, "After receiving your communication we received other letters, and we were satisfied from what was told us and written to us, that there was no practical way to get the usual advantages which such a company had a right to expect from a country like Canada, without first obtaining the influence of certain gentlemen who are very influential in political matters, and that this could not be obtained without a certain fee." I am not sure that it is not mentioned in the letter which is now before me. I do not know whether he mentioned the amount of it again, but as far as I recollect it is about 140,000 francs. Now, taking this fact in connection with others which have been disclosed in connection with the political affairs of our Province, and also bearing in mind that several schemes of public interest, no less important than the one to which I now allude, have utterly and entirely failed, mainly because the control of such undertakings had been obtained by parties who had nothing but a speculation in view—considering all these facts, and remembering also that on a certain occasion a syndicate who obtained privileges from the Local Legisla-

ture deposited, in a local bank at Quebec, $14,000 for the benefit of four or five gentlemen, who had helped them to get the charter—keeping all that in view, and also the fact that it is becoming a common form of speculation for parties to apply for charters to the Local Legislatures as well as to the Dominion Parliament for railway and other schemes ostensibly in the public interest, when it is well known that they have neither the means nor the intention to carry out those undertakings, but only to speculate on those charters, and sometimes the money grants which accompany them, and put obstructions in the way of others who are able and ready to carry out legitimate enterprises in order to force them to buy up such charters—remembering that this form of speculation is now carried on extensively to the detriment of the public interest, I think the time has come when Parliament should take this subject into very serious consideration. As I have said, I do not propose to enter into this subject at length until the correspondence is laid before the House, when I shall be prepared to furnish additional information which will make it very clear to Parliament that it is high time that steps should be taken to prevent such transactions as I have mentioned.

HON. SIR ALEX. CAMPBELL—The Government have no objection to the address, and if the hon. gentleman has been correctly informed as to there being some parties in Quebec or elsewhere who hold themselves out as intermediaries between the Government and parties wishing to contract for this service, we should like to ferret them out. I shall be glad to lend my assistance to that end. The hon. gentleman will see that the return, however ample it may be, will not disclose the facts to which he has made reference, and if those facts are to come out it must be in some other way, or through some other papers, probably the documents, in the hon. gentleman's possession, to which he refers. Any assistance the Government can hold out to him to expose the parties to whom he refers, they will cheerfully lend. I grant that the mode of incorporating companies for the construction of railways and for carrying out other undertakings has been very lax. Parliament has again and again incorporated persons who could make no pretence to being able to carry out the works for which they have sought acts of incorporation, and who—really I am half ashamed to say—traffic in acts of incorporation. I know that has been done repeatedly. I have one or two cases of the kind in my mind at this moment. If we could adopt more stringent rules with regard to such legislation it would be very useful in the interests of the country. Of course the Government can do a good deal in that way, but they cannot do everything, and it rests a good deal with the two Houses of Parliament and the Committees to which those Bills are sent. I am sure the Government will always be ready to lend its assistance to check such legislation and to prevent the granting of charters to persons who possess no means, and have no intention to utilize those charters except to traffic in them for their own advantage. The general spirit of legislation has been: Oh, give them an act of incorporation; if they get on well and good; if not, no harm is done. That is sometimes atteded with the objection to which my hon. friend refers—they traffic in the charters they obtain and block the way of men who really desire to carry out such enterprises. I think if we all unite in a good spirit we can probably check such legislation, and I for one shall be glad to lend all the assistance in my power to accomplish that result.

HON. MR. POWER—I wish to express my regret that the hon. member for De Salaberry had not made his motion a little earlier in the session, when there would have been some probability that the papers would be laid on the Table of the House so that the House could see what the character of this correspondence was. The motion of the hon. gentleman suggested certain reflections to my mind: one is this—my hon. friend from De Salaberry performed the duties, for the time being, of agent general, or agent in France, of the Dominion Government—

HON. SIR ALEX. CAMPBELL—No, not at all.

HON. MR. POWER—The hon. Minister knows that we pay a very respectable sum

to a gentleman who is supposed to attend to the duties of Commissioner in England, and that we have been paying a considerable sum to a gentleman for discharging the duties of agent in Paris; and I think it is a great pity that the hon. gentleman who has made this motion did not couple with it a request for some information as to what this agent in Paris has been doing during the years he has been there. The public are not aware that he has been doing anything. No substantial results have become known to the public from his presence in France. I think that there is a considerable amount in the estimates now for this mail service between France and Canada. I venture to humbly suggest that no very satisfactory result is likely to arise from that appropriation. France does not seem disposed to deal very much with Canada. All efforts to make a treaty with France that would be beneficial to Canada have so far failed. No hope is held out that any treaty which is likely to be favorable or advantageous to Canada can be made by Great Britain on our behalf with France; and I think while that country continues to be as strongly protectionist as she is, and to shut out what we send her by heavy duties, and while we shut out what France has to send us by a high tariff, any very considerable trade between the two countries is not probable. What I particularly rose to call the attention of the Minister to is this—that Canada has a very large trade with England, and the ocean freights on goods which have afterwards to pass over the Intercolonial Railway, or which might pass over that line and give it a good deal of work to do, are so high from England to Halifax, owing to the want of competition between lines of steamers, that the Intercolonial Railway gets a very small proportion of the trade that it ought to have, and I was going to respectfully suggest to the Government that as there is no probability that any advantage will accrue to Canada from this appropriation for a line of steamers to France, they should transfer the amount which is now in the estimates for a line of steamers between Canada and France, and add it to a small amount which appears in the estimates for a line of steamers from the Lower Provinces to England, so as to make a respectable grant, and insure a good line of steamers between London and Canada, which would tend to reduce the rates of freight to this country, and would give the Intercolonial Railway a good deal of freight to carry during the winter. I think that would be putting the money to a much better purpose than it is being appropriated to just now.

Hon. Mr. ALMON—The senior member for Halifax only four days ago voted for a Bill which would prevent French wines being used in Nova Scotia and other Provinces of the Dominion, and therefore he is perhaps as much to blame as anybody for curtailing the trade between France and Canada. The hon. gentleman should be a little more consistent, and blame himself instead of the Government: we all know that light wines are the chief exports from France, and if we pass a Bill to prevent the use of wines, he is more responsible than the Government for the small volume of trade between the two countries.

Hon. Mr. KAULBACH—This is not a new subject in this House. It has been frequently brought before us, and we had hopes at one time that long ere this something would have come out of it. I was in hopes that our representative in France would have shown that his appointment was of some benefit to the Dominion. Whether any advantage has resulted from his presence there so far I cannot say. Probably on that the Government can give us information at some future time. I regret that this matter has come up so late in the session. However, it will have a good effect, because it will show the people in France that there is no necessity to employ an intermediary here to deal with the Government. It would be very injurious for such an impression to continue abroad. It is certain that a trade between the two countries would be very beneficial to Canada, and if such a line of steamers as the hon. gentleman refers to should be established, that trade will certainly follow. It would be a great advantage not only to have the immigration from France, but that many of the products that now come to us through middle-men should be imported directly from that country. It would be more beneficial to

the Dominion than to import them indirectly.

HON. MR. PLUMB—I really think that the hon. senior member for Halifax went very much out of his way when he rose to attack the hon. member for De Salaberry, who brought a very proper motion before the House, and to refer to him as a sort of intermeddler.

HON. MR. POWER—I said nothing of the sort.

HON. MR. PLUMB—That was the scope of the hon. gentleman's remark, and it was so understood by the House. He began by insinuating that the hon. gentleman did not bring his motion forward in time to get a reply to it, and also took occasion to make an insinuation in regard to the Agent General. What could the Agent General have to do with a matter of the kind? The hon. member for De Salaberry stated fairly that he heard the information accidentally as he was travelling through France: it was not a thing which came within the cognizance of the Agent General, and I think the hon. member from Halifax has shown a spirit of carping criticism which is not likely to elevate him in the opinion of the House. He evidently cannot let a day pass without bringing up some such petty insinuation. The hon. member for De Salaberry, when he addresses the House, is always listened to with great respect. He never does so unless he has something to bring before us on which he has an earnest conviction. The House ought to be very thankful to him for making this motion, and it ought to have been received in the spirit in which he presented it, and not made the vehicle for a covert attack upon him, upon the Agent General and upon the Government as it has been made by the hon. gentleman to-day.

HON. MR. HAYTHORNE—It seems to me that the difficulty in establishing a trade between France and the Dominion lies not so much in sending cargoes to French ports as in obtaining return cargoes to Canada. I myself have been a passenger on board a steamer which conveyed from Charlottetown, direct to Havre, a cargo of oats and canned lobsters, but the difficulty was that that vessel had to leave the French port without a cargo. A month later I met that vessel in the port of Liverpool. She had been obliged to leave Havre with ballast, run to a coaling station and return to English and Scotch ports for freight. A large part of that voyage was lost owing to the difficulty of getting return freight. Now, if we could get full return cargoes for vessels it would confer a great advantage on the Dominion, because there can be very little doubt that France stands in need of many things which the Dominion can supply. The cargo to which I have referred was readily absorbed, and that steamer has repeatedly carried cargoes of oats from Prince Edward Island to French ports.

HON. MR. POWER—I have been accused of making a statement about the hon. member from De Salaberry which I did not make. There is no gentleman in the House for whom I have greater respect than that hon. member. I am sorry that the language I used was capable of misconstruction. I simply intimated that that gentleman had apparently been doing the duty of a high commissioner or agent general.

HON. MR. PLUMB—That he had no right to do such a duty.

HON. MR. POWER—That he had been doing it in France and elsewhere. I think that was very much to his credit; and I did not mean to find fault with him.

HON. SIR. ALEX. CAMPBELL—I understood the hon. gentleman to call him a busybody.

HON. MR. POWER—If my words were capable of that interpretation I did not mean that they should be. I have no desire to impute any such intentions to my hon. friend; and my regret at his not having made the motion earlier was a sincere and honest regret. I am sorry it did not come up before. I may say further that I am sure the hon. member for De Salaberry is quite able to take care of himself, and does not need the assistance of any intermeddler from any other portion of the House.

HON. MR. TRUDEL—I am always very glad to be defended, because I am so often attacked that the task of protecting myself would be very serious. As to what the hon. member for Halifax said I did not understand it in the same way as the hon. member for Niagara did: I did not consider it as being anything unpleasant to me. The hon. gentleman, however, said that it was a pity I did not add to this motion an enquiry about the dealings of the agent in France. I might respectfully answer that the hon. gentleman was quite at liberty to make such an enquiry himself. It was no more my business to do so than it was his. I do not pretend to have in the slightest degree discharged the duty of a High Commissioner. I was travelling in Europe, and happened accidentally to receive some information which I considered of a serious character. I had afterwards occasion to meet the same gentleman again—in fact, I travelled several days with him. He was a very agreeable and a very distinguished man, who was at the time on his way to the Geographical Congress at Vienna, and I promised to communicate to him any information I should receive from the Government on the subject. I wrote to the Government here, and on receipt of a reply I at once communicated it to him. Now, from this fact followed a correspondence which is not yet finished, and which gave me a good deal of information. The hon. gentleman from Halifax has expressed a regret that I did not bring this matter up earlier in the Session: I quite agree with him that it would have been far better if I could have done so: that was my intention, but I was prevented by the fact that I first intended to put before the House the correspondence which I have in my possession. Having a good many papers to go through, it is not easy to collect them, and there was another and a more serious reason—I felt there were some of those letters which I would not be justified in making public, without the permission of the parties interested. I wrote to obtain that permission, but I have not yet been authorized to give some of the documents to the public. The junior member for Halifax took occasion to mix up this matter with the temperance question. With all due respect for his reasoning power, I do not think that is a very valid argument. The effect of the legislation to which he referred is to allow some counties which have adopted the Scott Act to put it in force to prohibit the sale of intoxicating liquors.

HON. MR. ALMON—Including light wines.

HON. MR. TRUDEL—I am very desirous of improving our trade relations with France, but if I had to choose between having trade relations with France, and having a Temperance Act in force in the country, I think the benefit to be derived from the operation of a good Temperance Act would be greater than the advantages resulting from closer trade relations with France. Whatever may be the extent to which the Scott Act may be put in force in this country, I am afraid that the use of intoxicating liquors will always be so great that it will not prevent Canada from being a good market for French wines. Therefore, I do not think that the argument of my hon. friend behind me can have much weight. There are other causes which prevent the establishment of a trade with France besides the one to which he has referred.

The motion was agreed to.

INSOLVENT BANKS AND TRADING CORPORATION BILL.

THIRD READING.

The order of the day having been called for the third reading of Bill (J.), "An Act further to amend the Act forty-five Victoria, chapter twenty-three, intituled: 'An Act respecting Insolvent Banks, Insurance Companies, Loan Companies, Building Societies and Trading Corporations.'"

HON. SIR ALEX. CAMPBELL said: Since this Bill passed through the Committee, my attention has been drawn by an hon. member of this House to the fact that some companies incorporated in Great Britain, and which have been doing business in Canada, have set up the pretention, which, it seems, is more or less founded, that they do not come under the general laws which affect the winding up

of companies. To put an end to doubt on that question, I desire to introduce in the first clause the words "doing business in Canada, no matter where incorporated." I move that the amendment be now made.

The motion was agreed to.

HON. SIR ALEX. CAMPBELL moved that the Bill be now read the third time.

HON. MR. DICKEY—The amendment which has been made is a very proper one, but I may remind the House that this question came up on a former occasion, before the Committee at all events to whom the Bill was referred, and there was then a doubt expressed as to whether it was competent for this Parliament to legislate in that direction, and I am very glad that the hon. Minister of Justice has satisfied himself, on further consideration, that it is within the competency of this Parliament. Certainly it stands to reason and common sense that if these companies availed themselves of the benefits and protections of the laws of this country, they should be equally subject to its obligations.

Before the third reading of the Bill I should like to call the attention of the House to the changes which are made in this Bill with reference to the working of the Act of which this is an amendment. The third section of the Act introduces a new principle altogether in regard to the appointment of liquidators. Under the Act of which this is an amendment the mode is pointed out by which they should be appointed. It is required that the Courts should first ascertain the wishes of the parties interested and should be governed by their wishes as regards the appointment of liquidators. That was provided for by the third section, which made provision that the shareholders should hold a meeting and express their wishes and the Court should act thereon. This section three goes further than that and seems to affect the standing of existing liquidators, because it says :

"The Court, in making such order, may direct that the assignee, receiver or liquidator of such company, if one has been appointed, shall become the liquidator of the company under the said Act or may appoint some other person to be liquidator of the company."

Now, there is not only a change in the mode of appointing liquidators, but it is also provided that as to those who are already appointed, they may be put out of office and others appointed in their stead. There are a great many weighty reasons, which I do not wish to enlarge upon at present, why, after due consideration, the Committee, including the hon. member for Toronto, of whom, as he is not in his place I may speak as perhaps the highest authority in this House on any subject of finance, trade, &c., including a much more humble member, myself, and the hon. member for De Salaberry, at whose suggestion an amendment was made to this Act in this House—after carefully considering it came to that conclusion, and I have not yet heard any reasons from the Minister of Justice why we should depart from the recommendation then made. But there is another reason, and it is this : it is inconsistent with the amended provisions in this Act, which are after all substantially, except in one point, a re-enactment of the original Act as to the winding up of banks, because with regard to these provisions the Court was bound to meet the wishes of the shareholders and the creditors and other persons interested before making a winding up order. In the case of a bank the following provision is made :

"In the case of a bank, the application for a winding up order must be made by a creditor for a sum of not less than one thousand dollars, and the Court must, before making the order, direct a meeting of the shareholders of the bank, and a meeting of the creditors of the bank to be summoned, held and conducted as the Court directs, for the purpose of ascertaining their respective wishes as to the appointment of liquidators."

This clause relates to banks : the result of the vote is presented to the Court before a liquidator is appointed. I would humbly suggest that it is a pity that we cannot make our proceeding with regard to this Act as congruous as possible. Here is one mode of procedure for banks, and a different mode of procedure for other corporations. I should like to call attention to another inconsistency with regard to this legislation, as regards these banks. The object is to ascertain by means of a vote of the shareholders and of the creditors respectively the wishes of the bank as to the persons who should be appointed as liquidators. There is every reason in

that and every propriety, but at the same time there is, curiously enough, in the latter part of this section 102, which is substituted for a section in the Act, a very singular provision, and I will just read it:

"The chairman of each meeting must report the result thereof to the Court, and if a winding up order is made, the Court shall appoint three liquidators, to be selected in its discretion, after such hearing of the parties as it may deem expedient, from among the persons nominated by the majorities and minorities of the shareholders and creditors of such meetings respectively."

These words "and minorities" are an addition to the other Act and a most singular incongruity when we come to look at the object of the Act, which is to obtain the wishes of the majority of the shareholders and creditors at these meetings. But you now actually propose to give the Court discretion to select the person named by a minority of those present at such meetings. It does seem to me that we ought to remove from the Act those words at all events. If you are to pay any attention whatever to the wishes of the shareholders and creditors of the banks whose interests are about to be affected by these liquidators, you should at all events require that these wishes should be the wishes of the majorities at those meetings. The proposition seems so plain, that I hope there will be no objection to strike out those words "and minorities," before we take another step with this Bill, and I shall therefore put it to the House, and to the hon. Minister of Justice, because then it will remove an incongruity in this Bill, both as regards this section and as regards the other, and will leave the Bill what it ought to be—a measure to give due weight to the wishes of the majority of the creditors and shareholders.

HON. SIR ALEX. CAMPBELL—I do not think my hon. friend has got hold of this matter with his wonted clearness of apprehension. In the first place, the statute he has quoted, which this amends, does not provide for the Court being governed by the wishes of the creditors in any respect in the appointment of liquidators. It only provides for the voice of the shareholders being taken. What the amendment proposes is that they should also take the voice of the creditors. It has happened once or twice that a Company has been involved in difficulties through want of careful attention, or perhaps through the misconduct of certain of the directors, and the bank goes into liquidation. Under the law as it stands now, the creditors, who are the persons who are suffering, have no voice in the appointment of liquidators. It is only the shareholders who have a voice. My hon. friend in reading the Act, I suppose, did not cast his eye over the whole of it, but he said the voice of the creditors and of the shareholders should be taken. That provision is the one exactly that is not there, and which we want to introduce. The men who have caused the difficulty, who are responsible for it all, are the shareholders, and the fifty or sixty people who are creditors, who may have lost thousands of dollars have not a word to say. Then, the shareholders may nominate as liquidators—as I know has been the case—two or three of the very men who were the cause of the whole difficulty. Under the Act the creditors have not a word to say, and under a recent decision in the Province of Quebec the Judge has nothing to say, because as he construes the words "for the purpose of ascertaining their wishes as to the appointment of liquidators," he is bound to adopt their wishes. Therefore the creditors are placed in this position, that the shareholders, perhaps the directors, the very men who caused all the evil, are nominated as liquidators and the Judge feels bound to appoint them. That is not a state of things which is wholesome, and it is that which this Bill is designed to remedy.

Then, as to the second point respecting the wishes of minorities, it follows from the other. This new Bill provides that the creditors shall meet and express their view as to the persons who should be appointed liquidators. The Judge has the discretion to appoint liquidators as he may please, but not from the world at large; they must be taken from among the persons nominated at these meetings and if he has discretion in the matter he should be allowed to select from the persons nominated by the minority as well as from those nominated from the majority. The Judge says "out of the three first named

I will take two, and out of the minority I will take one, and in this way I shall have a good lot of officials to liquidate the bank."

The hon. gentleman spoke of the opinion of the Committee. The Committee added nothing to the Bill and took nothing from it. The only change which has been made in it is the change made to-day, referring to companies incorporated abroad and doing business in Canada. I think my hon. friend must be confounding it with some other Bill.

HON. MR. HAYTHORNE—I think perhaps my hon. friend may remember that that amendment was proposed but not being ready it was allowed to stand over for a time.

HON. SIR. ALEX. CAMPBELL—No, I did not propose the amendment; I postponed the second reading the other day, for the purpose of introducing it. When the matter was in Committee this had not been brought to my notice at all.

HON. MR. HAYTHORNE—Perhaps the hon. gentleman will state whether the provisions of this Bill, with reference to liquidators, will have the effect of superceding the liquidators already appointed and performing their duties under this Act? I ask this question, because with reference to an existing case, that of the Bank of Prince Edward Island, liquidation has proceeded to the last stage and a meeting is now called, under the existing liquidators, which has reference to the final call upon the shareolders. Of course it will cause some delay, and I daresay some inconvenience, if the liquidators originally appointed were to be superceded and others appointed in their places. Perhaps the hon. Minister will explain what course will be pursued.

HON. SIR ALEX. CAMPBELL—There is a provision in the Act that nothing shall prevent any right of action now existing. Then it says, with reference to the actual circumstances to which the hon. gentleman alludes: "When at the date of the passing of the said Act a company was in liquidation or in process of being wound up, any shareholder, creditor, assignee, receiver, or liquidator of such company, may apply by petition to the Court asking that the company be brought within and under the provisions of the said Act, and the Court may make such order, and the winding up of such company shall thereafter be carried on under the said Act, and the expression 'winding up order,' in the said Act, shall include the order in this section mentioned." Then they proceed to have new liquidators, and I think that is very desirable in some instances. I have the Bill as it passed before the Committee, and there seems to be nothing added to it except this clause we speak of, so the hon. gentleman from Amherst must surely be confounding it with some other Bill.

HON. MR. DICKEY—Either I have been unsuccessful in making myself understood, or else the hon. gentleman's memory is very unfortunate in this case. I read from this Act itself as to the provisions in it regarding a meeting of shareholders. I have the Act before me, and I read the clause before I called the attention of the Committee to the 99th clause substituted in this Bill for the 99th clause in the previous Act, and I stated that this covered meetings of shareholders and creditors both. Yet the hon. gentleman says I must be referring to some other Bill.

HON. SIR ALEX. CAMPBELL—Will the hon. gentleman let me read the clause? It is as follows:

"In the case of a bank, the application for the winding-up order must be made by a creditor for a sum of not less than $1,000, and the Court must, before making the order, direct a meeting of the shareholders of the bank to be summoned, held and conducted as the Court directs, for the purpose of ascertaining their wishes as to the appointment of liquidators."

Now, there is nothing here about a meeting of creditors.

HON. MR. DICKEY—I was quoting from the Act before me, and it is hardly worth while to attempt to throw a glamour over a thing in that way. The hon. the Minister of Justice stated that I must have been referring to some other Bill that had nothing to do with this, though I was actually referring to the Bill which this Act amends, and the hon. gentleman must

surely have forgotton that it was only two years ago that that Act was referred to the Committee, and I mentioned the names of that sub-committee.

HON. SIR ALEX. CAMPBELL—I thought the hon. gentleman meant the Bill of this session.

HON. MR. DICKEY—I meant the Act of which this is an amendment, and my argument was this : that on that occasion that Bill was referred to a sub-committee, and they reported upon it, and I think reported the provision which the Minister of Justice now seeks to do away with—that he is amending. That is what I stated, and to tell me that I do not understand what I am talking about, and that I must be referring to some other Bill that has no connection with this one, is rather an unseemly mode of meeting the objection.

HON. SIR ALEX. CAMPBELL—I beg the hon. gentleman's pardon, I did not intend to use any language which would hurt his feelings. I really thought he was reading the old Bill, and reading words which were not in it.

HON. MR. DICKEY—I read from the Bill which is before me—the amended Act—and I stated that the 99th section was substituted here, and I was complaining that it made an alteration in this question of minorities.

HON. SIR ALEX. CAMPBELL—I beg your pardon then.

HON. MR. DICKEY—I have not succeded in making myself understood. Now, with regard to this question of minorities, has any reason been given why, when the object is to ascertain the wishes of the great body of shareholders and creditors, such respect should be paid to the opinion of the minority ?

We have got here—and I am not, perhaps using too strong a word when I say—an absolute enactment that you are not only to pay respect to the opinion of the majorities, but to the minorities. Any person who has an interest in it may get up and suggest a name, and then the Court would have to consider that, and to take one of those suggested names as a liquidator. That is my view, and I think it is a great misfortune that the Act has been altered in that respect. The provision with regard to the meetings of creditors I found no fault with, and I find no fault with it now, as it is rather an improvement to the Bill, but it all tends in the same direction, that the Court should ascertain the wishes, not only of the shareholders, but of the creditors as well, and that is followed up by saying they may pay respect to the majorities, but also to the minorities. That is the objection I made, and it has not been met.

HON. SIR ALEX. CAMPBELL—I wish to say a word or two upon the subject. In the first place, when the hon. gentleman was speaking, he held a book in his hand, and as I did not see any Bill I thought that he was reading from the Act passed a session or two ago, as the language was not to be found in the Bill. Now, as to the use of the words majorities and minorities, let us suppose a case : A meeting of shareholders takes place where 1000 people are represented, and, we will say, 510 of these ask that certain three persons should be nominated ; the minority, however, nearly as large, say, " No, not those three, but these three." Now, the discretion of action is with the Judge, and it has been found the best way to leave it to the Judge. Why should we confine him, when he has discretion to use, to a majority which may, perhaps, be very small ; why not allow him to use his own discretion, according to the best or his judgment, and so decide whether he selects out of those who have been named by the 510, or from those nominated by the 490.

HON. MR. DICKEY—But suppose a case of ten, with one or two as the minority.

HON. SIR ALEX. CAMPBELL—Then, if you trust to the discretion of the Judge—and for the most part Judges are to be trusted—he would pay but little attention to the voice of so small a minority ; I think you may safely trust to that. The Bill, therefore, will have a very beneficial effect, both as regards the companies to which it is to be applied and the interests of the creditors, and will avoid the difficul-

ty which, in some cases at all events, has been very great, of allowing a bank—or whatever it might be—to be wound up by the very men who have brought it into trouble. I should be exceedingly sorry to wound the feelings of my hon. friend, or of any hon. gentlemen, and I take occasion now to say that I was not alone in the way I understood him to speak, as an hon. gentleman near me tells me he understood the hon. gentleman from Amherst just as I did. I trust, therefore, my hon. friend will understand I had no desire in that direction.

HON. MR. DICKEY—Well, I can only say that I was very unfortunate in expressing myself.

The motion was agreed to, and the Bill was read the third time and passed.

PREVENTION OF ADULTERATION OF FOOD BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (114), "An Act for the Prevention of Adulteration of Food and Drugs." He said: This is a Bill to assist in the discovery of the adulteration of food and drugs, and deals with several important principles. The first is to distinguish between a commercial fraud, and adulteration injurious to health: as, for instance, between coffee mixed with chicory, or some other adulteration, which might be injurious to health. Then, adulteration is to be defined upon general lines applicable to all food, and provision is made to invite the co-operation of the local authorities in carrying the Act into effect. Sections three and four are similar to the old statute, except that the Governor-General is allowed to determine the mode of payment of the analysts. There are some changes also in the fees, but the general provisions are with reference to food of different kinds, amongst others, milk, and also liquor,—in order to ascertain whether there is anything in them injurious to health. I think if analysis as regards liquors was made very strictly, and people were punished who sold adulterated liquors, it would be of great benefit to the temperance cause, for there is certainly a great distinction to be made between liquor adulterated, and honest liquor. It is only with reference to honest liquor that my hon. friend, the senior member for Halifax, (Mr. Power) and myself, have always contended.

HON. MR. ALLAN—I suppose this Bill will fully cover what is said to be one of the most adulterated articles of food at the present day, namely: butter?

HON. SIR ALEX. CAMPBELL—It touches milk I see.

HON. MR. MACFARLANE—While this Bill is under discussion I wish to refer to one description of food that is very generally manufactured in this country and which has come into almost universal use. It is the article of canned food, which is very extensively used in the Dominion. I myself have personally experienced, as may be said of all who have had any acquaintance with this food, that canned goods, when newly put up and carefully sealed, are not injurious but rather beneficial as articles of food. Take, for instance, the article of canned lobster, which is very extensively put up and consumed in this country as well as being exported to foreign markets. There is no means at all by which you are enabled to arrive at the age of the cans. It is well known that they are put up carefully and in good condition, but the cans often remain unsold for many years, and the consequence is the fish becomes impregnated with the canning material, which is most poisonous, and several persons have been known to be very seriously injured by eating this canned food. I have no doubt the article was perfectly sound and good when first canned, but having remained in those cans for so long it became unfit for food; yet there is no means by which the public are enabled to judge how long the food has been canned. If a rule were adopted by which the makers of these canned goods would be compelled to stamp upon the cans the date when they were put up, those who buy would be enabled to judge as to the time and age of the contents. I observe that recently, in the State of New York, a committee from the legislature there had reported very largely upon the question of

adulterated food. That report is a very extensive and able one, and particular attention was given to this question of canned food.

HON. MR. MCINNES (B.C.)—The cans could not have been air tight.

HON. MR. MACFARLANE—Does the hon. gentleman pretend to say that a can, being perfectly air tight, will be as good twenty years hence as on the day it was put up? If that is the opinion of the hon. gentleman, I can only say it was not the opinion of those scientific medical men in the committee to which I referred, who were sent out to examine the question. It is a very important matter, and I am inclined to think a great deal of injury has resulted from the sale of old and impaired canned food.

HON. SIR ALEX. CAMPBELL—Referring again to the question asked by the hon. gentleman from York (Mr. Allan) I see that the expression "food" in the Act includes every article used for food or drink by man; that would include butter I think. Again, the Act says "If any inferior or cheaper substance has been substituted wholly or in part for the article;" while again it recites, "If it consists wholly or in part of a diseased or decomposed, or putrid or rotten animal or vegetable substance, whether manufactured or not, or in the case of milk or butter, if it is the produce of a diseased animal, or of an animal fed upon unwholesome food;" this last would not cover the case perhaps, but I think the others would, and my opinion is, the Act covers all articles of food and drink.

HON. MR. DICKEY—The suggestion that was thrown out by my hon. colleague from Wallace (Mr. Macfarlane) appears to be met, to some extent, by the Act which is coming into force shortly, namely, an Act with regard to Weights and Measures. There is a requirement in that Act that the weight of the commodities, at all events shall be stamped on the outside. I am very happy indeed to find that there is one point upon which I can entirely agree with the hon. Minister or Justice, with regard to this subject, and that is the necessity for some legislation to ensure good liquor being drunk by us all. There is, however, a doubt in my mind as to the competency of this Parliament to pass this Act, as it relates to health, and I think it is only necessary to refer to the sixth section to show that the promoters of the Act were afraid of it; because the sixth section of the Act states that "The council of any city, town, county or village may appoint one or more inspectors of food and drugs; and such inspector shall, for the purpose of this Act, have all the powers by this Act vested in officers of Inland Revenues etc., etc." Then, it gives direction in respect of the disposition of penalties, for it says they "* * * shall be paid into the revenues of the city, county, town or village by whom such inspector was appointed etc., etc." That carries out the idea distinctly that these local bodies have power to enquire into this matter, and as I apprehend they have already power by local legislation—I do not know how it is in the other provinces, but certainly in the Province of Nova Scotia I believe they have—I apprehend we have no right to legislate. I point it out at the present moment for the purpose of shewing that, even according to the promotors of this Bill, a doubt existed, and they have engrafted on the Bill a provision that the local authorities will do all this; and I apprehend they are the proper persons to do it.

HON. MR. KAULBACH—Referring to the suggestion made by the hon. gentleman from Wallace (Mr. Macfarlane) with regard to the marking of cans containing food, with the date of their manufacture, I think it would be a great advantage if something of the kind were done. As the hon. gentleman opposite (Mr. McInnes) says, if they are perfectly air tight they will not deteriorate, but they are not generally completely air tight, and I know of many canned goods, bought for domestic use, having to be thrown out in consequence of deterioration, caused, I presume, by age. I think, while it is very proper that such things as butter, milk, tea, liquor, and other articles of food, should be analyzed, it is more particularly to be desired that every precaution should be used to ensure the purity of drugs, because, when prescriptions are given by medical men they count upon the drugs

containing only certain constituents, and if they are in any way adulterated, the result of their being administered in case of illness must be very injurious, if not sometimes fatal. Therefore, I think that particular care should be taken, while this Bill is before us, to ensure that drugs shall be kept up to the proper standard. Among the other articles mentioned, milk deserves careful attention; it is relied upon to invigorate and strengthen, and is supplied especially to children and infants, whose health would be largely prejudiced and injured if this food were not perfectly pure. I think the Bill is in the right direction, and I shall support it.

HON. MR. OGILVIE—I wish to say a word upon this subject. I do not think the adulteration of butter is very important, for people can very soon find that out and stop it.

HON. MR. ALLAN—Can they?

HON. MR. DEVER—It is adulterated to a vast extent.

HON. MR. OGILVIE—It is quite easily found out and stopped; but in connection with canned food, I think the suggestion of the hon. gentleman from Wallace (Mr. Macfarlane) that the date should be put upon the cans, to show when the food was put up, is a very important and proper one. I have noticed by the papers that deaths have taken place simply from the cans being rotten. I heard my hon. friend from British Columbia (Mr. McInnes) state that if they are air tight they are all right. Well, air tight or not, we know that they have poisoned a great many people in the country, and we also know that had they been used within a few months after they were canned, there would have been no danger at all in the way of poisoning. Canned goods are a great luxury in the North-West, as I have had reason to know when I was out there, and if they are only put up properly they will be all right. If, however, they are put up negligently or carelessly, great evil will result. I have seen, while travelling on the railway, cans blow up with an explosion like the report of a gun. The whole thing was rotten inside. I perfectly coincide with my hon. friend from Wallace and think the date would at least be a preventative, because I am certain that the older canned goods are, the worse they become. I also think that the quality of the tin used for the cans is injurious to a very great extent. If they use the best tin there would not be much trouble, but the tin used is of a common kind, that has all kinds of corroded materials about it, so that, whether air tight or not, the food in such cans must be injured.

HON. MR. MCINNES (B.C.)—What produces corrosion?

HON. MR. OGILVIE—Well, as a rule, acid will produce corrosion, and I suppose there are acids in these foods. At any rate, I know that canned goods have been used and sold, which have sometimes produced death; while in numbers of cases serious sickness has resulted from their use. I do not pretend to say what should be done to prevent that, but think the date, at all events, should be upon the can, as people will then be able to see whether they are buying a can which is three years or only a month or two old.

HON. MR. TURNER—I think it is very important that this measure should be thoroughly discussed, but my impression is that my hon. friends on the other side of the House are in error, with regard to canned fruit. If such fruit becomes imperfect, the can immediately bulges, and any person can tell it.

HON. MR. DEVER—Won't it explode, too?

HON. MR. TURNER — One thing which is very important in connection with canning, and which should not be overlooked, is that carelessness is often shown in soldering, Much loss of life arises from that cause, and if there was any means by which it could be ensured no solder would touch the contents of the can, I am convinced that canned fruits would be found entirely satisfactory.

HON. MR. MCINNES—Coming as I do from a city that produces probably more canned fish than any other town or city in this Dominion, I may be allowed to say that I know something about the

canning process. I contend that if the cans are made properly, and if the vegetable, fish, or flesh be fresh and sufficiently boiled and cured, the air thoroughly excluded from the can, the same being thoroughly cemented or soldered—without any of the solder coming into contact with the contents—they are just as good one hundred years after as the very day after they are put up. But I have no doubt at all, in my own mind, that the reason why so much canned fish deteriorates, or is found to be spoiled or partially spoiled, is from the fact of handling, and because the tins are not sufficiently strong to stand the journey of, perhaps, thousands of miles, and the careless knocking about to which they are subjected; so that, no doubt, some of the solder gives way and air gains access. But, as I stated before, if they are properly put up I think there is no more wholesome article of food than canned fish. If any amendment is made to this Bill and there is an inspector appointed in the Province of British Columbia, I hope that he will be instructed to look after the salmon canning establishments there, and see that the fish are put up properly. During the last three or four years millions of dollars worth of canned salmon were shipped from my town alone, and I must confess that I have never heard of a case where they were found to be anything but what they were represented, namely, the best in the market, and they have gone to very distant markets, such as China, Australia, the Sandwich Islands, etc.

Hon. Mr. ALLAN—I would like to add a word or two to what has been said upon this matter. Like the hon. gentleman from Wallace, I read with a great deal of interest the report of the New York State Commission, with reference to the adulteration of food. It was very well and ably drawn up, and was evidently the report of men perfectly competent to deal with the subject—men who knew what they were talking about. Undoubtedly the tenor of the report, so far as related to canned goods was to the effect that there were a very considerable number of instances in which they turned out to be unfit for food. Whether that may have proceeded in some instances from the fact that the cans were not sufficiently soldered and so were not air tight, or because of the material used in the cans themselves, I cannot say; but the inference I drew from reading the report was that in the majority of cases the mischief arose from the contents of the cans, or the liquid in which the contents were put up acting injuriously, after a time, upon the lining of the tin. Unquestionably instances were given there which apparently could not be disputed, and the recommendation of the Commission was very strong in reference to the very point raised by my hon. friend from Wallace—viz., the very great desirableness of having the date stamped on the can, so that the people might be able to judge for themselves how long the contents had been put up. Undoubtedly when they are well put up they ought to last for any length of time, as stated by my hon. friend from British Columbia (Mr. McInnes) but one cannot always be sure that they are carefully canned. I am just reminded by the hon. gentleman on my left that the canned foods taken by the Franklin expedition were found to be as good when opened after the lapse of years, as upon the day they were put up, but there is no doubt that the result of the enquiries of this New York Commission has been to shew that either owing to some defect in the way the goods are put up, or because of some injurious action after a certain lapse of time on the materials of which the cans are made, serious injury to the public has resulted. In regard to what my hon. friend from Montreal, (Mr. Ogilvie), said about butter, his experience must have been very fortunate indeed if he has found it such an easy matter to make out which is genuine butter and which is counterfeit. From all I have ever read or heard of the matter I am satisfied it is one of the most difficult things in the world to distinguish between the two, and there is no one article of food which is now adulterated to the same extent, or which in many cases has been so injurious to health as this very so called butter, which is now sold in many parts of the United States, and I fear very largely in Canada also.

Hon. Mr. PAQUET (in French)—I realize the natural impatience of the House at this advanced period of the session, and I shall endeavor to be as brief as possible in my remarks; but the extreme importance

of the subject must be my excuse for detaining you for a few minutes. I must, in the first place, congratulate the Government on having so well redeemed their promise, made to me last year in this House by the Minister of Justice, who recognized the imperative duty imposed upon them, and the authority which they possess to protect society against adulterations of food, drinks, and drugs. To prove that it is only necessary to glance over the official report which has been published by order of the Minister of Inland Revenue. The following is what has been found with regard to food:

Year.	Genuine.	Adulterated.	Doubtful.	Total Analys'd	Percentage of Adulteration.
1876....	87	93	....	180	51·66
1877....	241	247	....	488	50·61
1878....	523	271	19	813	33·33
1879....	619	235	42	896	26·22
1880....	728	295	20	1,043	28·28
1881....	743	260	38	1,041	25·97
1882....	809	288	25	1,122	25·66
1883....	911	302	30	1,243	24·21

Painful as this result is, it is nevertheless much more unfortunate with regard to spices, as will be seen by the following statement which I find in the same report:—

Year.	Genuine.	Adulterated.	Doubtful.	Total Analys'd	Percentage of Adulteration
1876....	5	39	....	44	88.63
1877....	24	83	....	107	77·57
1878....	26	108	....	134	80.59
1879....	51	64	2	117	54.70
1880....	66	74	....	140	52.85
1881....	53	73	....	126	50·79
1882....	55	76	1	132	57·57
1883....	48	86	....	134	64·17

"Seventy-four samples of tea were analyzed; twenty-six were adulterated and three returned as doubtful. The percentage of adulterations in respect of teas is on the increase.

"The general conclusions arrived at have been that although there is evidence of a considerable amount of fraudulent adulteration, namely, in low priced articles, there is much less than is generally believed of that class of adulteration which can be considered to be seriously injurious to health. The most dangerous adulterations are perhaps those of drugs, milk and liquor.

"It is manifest, in respect of the first, that all the efforts and experience of the medical practitioner may be neutralized if his prescriptions are prepared from drugs materially differing from the generally accepted standard. It is of prime importance, also, that an article upon which infants rely so largely for nourishment as milk, should contain those elements which are necessary to their health and development. To palm off inferior articles in the one case as in the other is not only a fraud, it is a crime."

These are the observations which the Commissioner of Inland Revenue addresses to the hon. Minister in the interest of the public health, and for which I warmly thank him. In consequence of the foregoing the provisions of the Bill which is now before us contain some excellent features, and with the assistance of the local authorities will have, I hope, the effect of rendering considerable service to society. No doubt, on some points the Bill could go a little further in the right direction, and when it comes before a Committee of the whole House I hope that the hon. Minister of Justice will see his way to protect society against patent medicines, which we find everywhere throughout the country at present, even in the lowest groceries, guaranteeing the cure of all ills, and deceiving often the too credulous public. Among these remedies, nearly all of which are injurious, and often dangerous, I may mention specially soothing syrups for children, which mothers use freely with a feeling of security very far from being justified by the result. It is our duty, as legislators, to protect the public against such a danger. Let us not fear to do what is right, persuaded that the discharge of an important duty devolves on us, and that we should do that which we know to be in the public interest without any feeling of weakness.

HON. MR. CARVELL—The importance of legislation in the direction of securing good wholesome food for the people of our country, cannot be overestimated. But it appears to me, while this discussion is going on, that there possibly might be created a tendency to load and embarrass a trade which is a very important one in Canada at the present time,—more especially, perhaps, in the

Province of Prince Edward Island. If all the lobsters that go into the great market of the world went from our Dominion, any little extra tax which the Legislature might impose upon the producers would not be so bad, but when it is remembered that the canned goods of the Dominion go into competition with similar goods from the United States and other countries, I think it would be well to pause before we needlessly load this enterprise. It is known, no doubt, to many hon. gentlemen, that with all the care that it is possible to secure, and with as many inspectors as the Government, or any other authorities may employ, canned goods of an unwholesome description will find their way to market. I remember one very large shipment—containing some thousands of cases—in which the people of Prince Edward Island were interested, which arrived in the English market, in a condition quite unfit for use, although every care was taken in preparing the lobsters. They were taken at the proper time, and every precaution was taken, yet when they arrived in the English market, instead of the cans containing solid lobsters, they were found to be filled with fluid. A great many theories have been started as to the cause of this, but the fact remains that three-fourths or seven-eighths of the whole shipment was lost, and at the present time the trade do not know by what means they can protect themselves against a repetition of such an occurrence. Another difficulty, which has arisen within my own knowledge, is the fact that certain fish—even when perfectly fresh, and not canned—exerts a very poisonous influence when used for food. If fresh mackerel is allowed to lie where the sun's rays are upon it, it sometimes becomes poisonous, and I know of whole families being poisoned from eating fresh fish of this description. That is a thing which perhaps could not be ascertained by any amount of vigilance which might be devoted to it; and I know of families having been prostrated for days together from the poisonous effect of fish which they had eaten and which were caught but a short time. That same mackerel might, conscientiously and properly, be canned and sent to market, and probably the cans containing it would show no signs of blowing, nor could the danger be known and guarded against. The point raised by my hon. friend from Wallace (Mr. Macfarlane) was new to me, and I should not have thought that a long continuance in the can would effect it; but of course I am not prepared to put my opinion or any experience I have had in the trade, against so large and so intelligent a class of scientists as are said to have reported in the United States on this question. The objection to which my hon. friend referred was a very different one from that raised by the hon. gentleman from Hamilton—the danger of their being improperly soldered. That is a thing that will happen in the best canneries, but as we go on year after year it happens less frequently; but it always re-acts upon the person putting the fish up, because if the air is not thoroughly and completely excluded from the cans they immediately begin to ferment, the can expands, and any person taking it in his hand can tell by simply pressing his fingers upon it that there is something wrong. If it is fermented the tin will expand, and no pressure can put it back: and in time explosion will take place. The simple fact of stamping the year on the end of the can is not a very serious matter, but when the hon. gentleman from Montreal (Mr. Ogilvie) suggested the use of a heavier and more expensive tin, it struck me that the suggestion, if adopted, would amount to a direct tax—a local tax—upon our people in Prince Edward Island, and would put them under just so much disadvantage in the markets of the world. Therefore, I think we should pause before doing that; but as regards the stamping, the thing is so small that perhaps it would be well if it were done.

HON. SIR ALEX. CAMPBELL—I have no doubt it will be necessary to go carefully in this matter. I should be very glad to try to avail myself of the suggestion made by the hon. gentleman from LaValliere (Dr. Paquet) but the difficulty is this: in proposing that some provision should be made to be sure that patent medicines are genuine, you have in the first place nothing that is genuine to compare them with, for there is no article that can be considered a genuine patent medicine, so that you cannot adopt the ordinary phraseology of

an Act. Then, there would be a difficulty if you say that each article of patent medicine shall carry with it an account of what it contains—of what it is made of—for those who have these patents would complain that you exposed to the public their invention; that whereas they have invented a capital article, if they are obliged to put a description upon the package, anybody else could make it. Such cases would be very difficult to deal with. Then, as to soothing syrup: I quite understand that it may be used very innocently, and yet be very injurious to infants; yet, it would be very difficult to say that no syrup should be used, or, if you are to say what is genuine and what is not, you are met by the same difficulty as in the case of patent medicines, namely: there is no syrup that can be fixed upon as genuine. Perhaps the hon. gentlemen will be able to suggest something before we go into committee, and I shall be very glad to act upon anything that can be shown to be safe.

The motion was agreed to and the Bill was read the second time.

WEIGHTS AND MEASURES AMENDMENT BILL.

SECOND READING

Hon. Sir ALEX. CAMPBELL moved the second reading of Bill (120), "An Act to amend the Weights and Measures Act of 1879." He said: This is a Bill to insure extra precautions regarding the honest use of weights and measures. Some clauses of the old Act have been revoked, and new clauses are now suggested for the consideration of Parliament. I think the explanations can be better given clause by clause, when the Bill is in committee, as we shall then have both the old Bill and these present proposed amendments, in our hands. Therefore I will not occupy the time of the House with any extended remarks upon the Bill at the present time.

The motion was agreed to and the Bill was read the second time.

MARINERS FUND AMENDMENT BILL.

SECOND READING.

Hon. Sir ALEX. CAMPBELL moved the second reading of Bill (129), "An Act in further amendment of an Act respecting the treatment and relief of Sick and Distressed Mariners." He said: I am informed that it has been noticed that some vessels, not having paid their dues which entitles them to use the hospitals and other conveniences and comforts at certain ports of the Dominion, come into those ports and claim the right to use them. The Bill before us proposes to remove the difficulty that has arisen, by enacting that vessels paying their dues before they sail, shall be entitled to the benefits of these hospitals, but that it shall not be open to a vessel to come in for the very purpose of having the privilege of paying the dues for that one occasion, with the intention of not paying them again, as experience has shewn has sometimes been the case. Provision is made that these dues shall be paid three times in the calendar year, if the vessel is over 100 tons burthen, and once in such year, if the vessel is of a less burthen.

Hon. Mr. KAULBACH—I am very glad that at last the Government has granted this concession to our fishermen. When the Bill was up two or three years ago for amendment, I then urged that the fishermen should have this privilege, and I am gratified that it has since been pressed so successfully upon the Government. It did seem to be a hardship where we had hospitals for disabled or sick mariners, that the fishing vessels should come in and not be able to participate in those advantages, and not be allowed to pay the dues—as is ordinarily allowed to other vessels. The reason then urged was that many vessels, probably not belonging to the Dominion, took advantage of it and that the fishermen generally lived so near their homes, that they would go to their own people instead of entering the hospitals. I may state here that we have now to get our fishermen very largely from other places, to man our vessels, and it has often been found a very great hardship that the fishermen are deprived of this advantage which is about to be given them. I know that it will be hailed by those connected with the fisheries in Nova Scotia—with which Province I am more particularly acquainted—as a great boon, and I am glad the concession has been

granted at last, though, in my opinion, it has come rather tardily.

HON. MR. POWER—I concur in all that the hon. gentleman from Lunenburg has just said upon this subject.

The motion was agreed to, and the Bill was read the second time.

DISPUTED BOUNDARY OF ONTARIO BILL.

THIRD READING.

The House resolved itself into a Committee of the Whole upon Bill (K) "An Act respecting the territory in dispute between the Dominion of Canada and the Province of Ontario."

In the Committee,

HON. SIR ALEX. CAMPBELL said he desired to amend the first clause, which provided for referring questions respecting the disputed boundaries of Ontario to the Judicial Committee of the Privy Council. The language of the clause as it stood rather carried with it the impression that we have a right to refer these questions. That was not the case. It should be, that with the consent of Her Majesty, and he therefore moved to add the words "if Her Majesty should be so pleased to order," to the first clause.

HON. MR. POWER suggested that the clause as amended would leave some doubt as to whether the Bill would go into operation at all or not.

HON. SIR ALEX. CAMPBELL said the only change in the Bill was to provide for the obtaining the consent of Her Majesty. The Governor-in-Council here would take the same action under the amended clause as under the clause in its original shape.

HON. MR. VIDAL, from the Committee, reported the Bill with the amendment, which was concurred in, and the Bill was then read the third time and passed.

TRANSFER OF PRISONERS BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (M) "An Act to authorize the transfer of prisoners from one jail to another in certain cases." He said: It sometimes becomes necessary in different Provinces to transfer a prisoner from one jail to another for the purpose of greater security—generally for that purpose. A doubt has arisen in the mind of the Attorney Genêral of Ontario whether that can be done by the Lieutenant Governor in Council. He apprehends that it cannot be done without the intervention of the Governor-General. That is an inconvenient system, and this Bill is introduced for the purpose of removing that doubt. I do not say how far I concur in that opinion, but if there is a doubt there is no objection to this legislation. The immediate occasion of it has arisen in the Province of Ontario with reference to a prisoner whose trial is likely to create some disturbance.

The motion was agreed to and the Bill was read the second time.

THE LIBRARY OF PARLIAMENT.

FIRST REPORT OF THE COMMITTEE ADOPTED.

HON. MR. ALLAN moved the adoption of the first report of the Joint Committee of both Houses on the Library of Parliament. He said: As I explained when presenting the Report, the clause in it recommending the removal of the law books to the Supreme Court did not meet with the approbation of members of the House of Commons, and it was therefore referred back for further consideration. The Report now comes back to us with these clauses struck out, but with all the other clauses unchanged. The only part of the Report to which I specially desire to draw attention is the allusion made in it to the death of Dr. Alpheus Todd, the late Librarian of Parliament. I am sure that hon. members will fully concur in the language of the Report.

HON. SIR ALEX. CAMPBELL—Hear, hear.

HON. MR. ALLAN—We all agree, I am sure, that in the death of Dr. Todd not only this country but also all other countries possessing a similar form of government, have sustained a serious loss.

HON. MR. KAULBACH

We all know how valuable his extensive knowledge of the principles of parliamentary government and parliamentary practice as well as his general erudition made him, not only as Librarian, but also as adviser and counsellor of members of both Houses of Parliament. Whenever they desired any information regarding constitutional law and practice, we all know with what readiness and courtesy that information was always given. I am sure I am not going too far when I say that it may probably be a long time before we shall find so much legal and constitutional knowledge united with so much literary ability in the same man as was the case with Dr. Todd. His loss is one which will long be felt, and it will be very difficult to find anyone to replace him who shall possess the same high qualifications and be in all respects so thoroughly fitted for the post as was our late Librarian.

The last clause of the report recommends the organization of a room for the maps and charts possessed by the Library and that wire screens be extended to the principal sections on the ground floor for the better protection of the books therein.

The motion was agreed to.

NORTHERN RAILWAY COMPANY'S BILL,

AMENDMENTS CONCURRED IN.

The Order of the day having been read —consideration of amendments proposed by the Committee on Railways, Telegraphs and Harbors to Bill (57), "An Act respecting the Northern Railway Company of Canada,"

HON. MR. ALLAN said: I asked the House the other day to defer the consideration of this Bill, because after its passage through the Railway Committee of the Senate, circumstances had arisen which in the opinion of its promoters, the Northern Railway Company, rendered it desirable to postpone availing themselves of the powers given to them by certain clauses of the Bill; and they now desire, with the permission of the House, to have all these clauses relating to the arrangement of their bonded debt, debentures and preference stock struck out and simply to retain those clauses which have reference to a certain agreement they are permitted to enter into with the Hamilton & North Western Railway Company, and the Northern & Pacific Junction Railway Company. There is nothing added to the Bill, and I would ask the House to be allowed to refer it to a Committee of the Whole presently, in order that these amendments may be made. I therefore move that the report be not now concurred in, but that the Bill be referred to a Committee of the Whole House to consider further amendments thereto.

The motion was agreed to.

In the Committee,

HON. MR. ALLAN explained that he proposed to strike out the second, third and fourth clauses, and to change the preamble by omitting from it references to the re-arrangement of the bonded and debenture debt and preference stock of the Company. He moved that the amendment be made.

The motion was agreed to.

HON. MR. ALMON said that this appeared to be altering the Bill almost entirely.

HON. MR. PLUMB—It does not increase the powers of the Company.

HON. MR. ALMON thought that it would have been better, in making such an important change, to refer the Bill to the Committee on Railways, Telegraphs and Harbors.

HON. SIR ALEX. CAMPBELL said that a Committee of the Whole had superior powers.

HON. MR. ALMON—Am I to understand that the Committee on Railways, Telegraphs and Harbors is a humbug?

HON. SIR ALEX. CAMPBELL said it was more convenient to make the change in a Committee of the Whole House. The Company did not want the powers conferred by the clauses which had been struck out, and of course the House did not want to force them to borrow money.

HON. MR. MCMASTER—From the Committee, reported the Bill with amendments, which were concurred in.

The Senate adjourned at 5.35 p.m.

THE SENATE.

Ottawa, Thursday, April 10th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

NIAGARA FRONTIER BRIDGE COMPANY'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (91) "An Act to incorporate the Niagara Frontier Bridge Company," with amendments. He said: The Committee have made four important amendments to the Bill, and with these exceptions the changes are purely verbal. The first important amendment is that which relates to the bonding powers, and which fixes the proportion of shareholders that shall be represented as not less than one-half in value, in accordance with previous legislation. The next amendment applies to meetings for the purpose of amalgamation, and there is an additional requirement that the notices for that purpose, besides being served on each shareholder personally and published in the local newspaper, shall be published in the *Canada Gazette.* The third important amendment relates to promissory notes, and the clause is brought into conformity with the promissory notes clause in other bills of a similar character. The last amendment is of some importance, because it limits the time for commencing the work to two years from the passing of the Act instead of three years as provided in the Bill originally. These amendments, when suggested in Committee, were accepted by the promoters of the Bill, and I see no reason why they should not be accepted by the House.

HON. MR. MACFARLANE moved that the amendments be concurred in.

The motion was agreed to and the Bill was then read the third time and passed.

THE CASE OF LIONEL GARNHAM, FISH WARDEN.

ENQUIRY.

HON. MR. HAYTHORNE enquired:

Whether a Memorial, addressed by the Senators and Members of the House of Commons for Queen's County, Prince Edward Island, to the Minister of Marine and Fisheries, setting forth the case of Lionel Garnham, a fish warden for Winter River in that County, who was seriously and permanently injured while in the performance of his duty, has been taken into consideration, and if so, whether Government will recommend that adequate compensation be granted to the said Lionel Garnham.

HON. SIR ALEX. CAMPBELL—In reply to the hon. gentleman's question I beg to say that the memorial of Lionel Garnham has been received and reported upon by Fishery Inspector Duvar, who says that the circumstances mentioned in the Memorial are subtantially correct, except that he, the Inspector, is unable to assert that the man is incapacitated for life. Mr. Duvar further mentions that during the man's illness and recovery the Department paid for his board, lodging and medical assistance. He still draws his pay as Fishery Warden, and it is alleged that he received by private bargain a considerable sum of money from the relatives of his assailant. Warden Garnham is seventy years of age, and the Department might, I think, favourably consider the opportunity of giving him some compensation for the injuries which he received in the performance of his official duties.

HON. MR. HAYTHORNE—I hope the Department will take into consideration the fact that this man lay perfectly helpless for six months in Charlottetown and suffered great pain, and since that time has completely lost the use of one arm. I presume that hon. gentlemen will consider the loss of an arm is not to be compensated for by a few soft words. The man was once a strong and active laborer. He is now unable to earn anything.

HON. SIR. ALEX. CAMPBELL—It is not a question of a few soft words, but we say that we may favorably consider the question of giving him some compensation for the injuries he sustained. That does not mean soft words; it means hard money.

BILLS INTRODUCED.

Bill (130) "An Act to amend the Civil Service Acts of 1882 and 1883." (Sir Alex. Campbell)

Bill (111) "An Act respecting the Independence of Parliament Act, 1878, 41 Vic. Cap. 5." (Sir Alex. Campbell.)

Bill (87) "An Act further to amend the Indian Act, 1880." (Sir. Alex. Campbell.)

Bill (128) "An Act further to amend the General Inspection Act, 1874." (Sir Alex. Campbell).

NORTHERN RAILWAY COMPANY'S BILL.

THIRD READING.

HON. SIR ALEX. CAMPBELL moved the third reading of Bill (57) "An Act respecting the Northern Railway Company of Canada."

The motion was agreed to, and the Bill was read the third time and passed.

CONTINGENT ACCOUNTS COMMITTEE.

FIFTH REPORT.

HON. MR. VIDAL moved the adoption of the fifth report of the Select Committee appointed to examine and report upon the Contingent Accounts of the Senate. He asked permission to add a few words to one of the paragraphs, which had been accidentally omitted. The paragraph in the report read as follows:—"Visitors to the city will be admitted on obtaining a card from a Senator, the Clerk of the Senate, or the Clerk Assistant." The words he wished to add were "or, in their absence, the Housekeeper." With that addition he would ask the adoption of the report.

HON. MR. BOTSFORD said that one of these regulations would allow any person introduced by a member to be admitted to the reading room. It seemed to him that the privilege should be extended only to strangers; otherwise the place would become a public reading room for the City of Ottawa. The privilege ought to be restricted to persons not residing here. In the interest of the Members of Parliament residing at the Capital it would be better to relieve them from the possibility of applications from people of Ottawa for permission to use the reading room during the recess.

HON. MR. VIDAL explained that the paragraph to which reference was made was a regulation which applied only to the session, and the visitors thus introduced would be required to register their names in the visitors' book, and the time for which the privilege should be granted must be specified. One paragraph applied to gentlemen introduced by Senators; another applied to visitors to the city during the recess.

HON. MR. DICKEY said the rule was clear enough as to the persons who should be admitted, because the words were sufficiently comprehensive to include all strangers. With regard to the regulation for admission during the recess he would prefer to leave the report as it stood originally.

HON. MR. ALMON thought that it would be better to admit none but Senators during the session. The room being small and lighted only on one side, there was very limited accommodation—little enough for members of the Senate.

HON. MR. SKEAD did not see any good reason why the citizens of Ottawa should be prevented from using the reading room any more than visitors to the Capital. There should be some confidence placed in members of the Senate, and the Clerk, Assistant Clerk, and even the Housekeeper. In the past the privilege had never been abused and that ought to be a sufficient guarantee that it would not be abused in the future.

HON. MR. PLUMB could not see why

the reading room of the Senate should be thrown open to the people of Ottawa. The Senate should be careful about making regulations which they might find it necessary to rescind.

HON. SIR ALEX. CAMPBELL thought the use of the reading room should be restricted so that Senators might have a foot hold of their own there. It was for the convenience of members of the Senate, and while it might be very pleasant to the public to have access to it, it might interfere with the Senate.

HON. MR. SCOTT thought the rules which were under consideration were in the direction of restricting admission to the reading room much more than had been the case in the past. He did not think it wise to draw the lines too tightly during the recess.

HON. MR. BELLEROSE did not see why the system of promotion was not followed with respect to the officers of this House as was done in other cases. It was the only true system to secure efficient service. If the officers of this House were led to understand that they must remain as they are without any hope of advancement, there would be no inducement for them to become more efficient. They would try to earn their money no doubt, but it was desirable to have them do more than that ; they wished to have them perfect themselves in the performance of their duties. He saw that Mr. Wheeler, against whom he had not one word to say, as he had always known him as one of the best officers in the House, had been promoted over other officers who had been longer in the service than he was. He failed to see that there was any good reason for it. He held in his hand a list which showed that Mr. Rattey was the oldest messenger in the Senate, and he wished to know why it was that Mr. Wheeler had been placed over him on the list? If there were any good reasons for so doing he would be the first to submit ; if there was no good reason for this course having been taken he would have to take exception to it. He would simply ask whether any of the members of the Committee could state the reason why Mr. Wheeler had been placed over Mr. Rattey on the list?

HON. MR. VIDAL said there was no difficulty in answering the question. In the first place the Committee, in dealing with this matter, did not regard the list as fixing the order of precedence at all. The instruction which he had given for the preparation of the list was that the order which had been adopted by the House in 1875, and which was the only existing authority for the arrangement of the names, should be followed as far as practicable. That order had been carried out, and in his judgment the column of the list which described the offices was the column which should be fixed and unchangeable. The names of the parties filling those offices were frequently changed by promotion, or by other persons being brought in. It was following that rule of preserving the order adopted by the Senate in 1875, that the list now submitted to the House was made up. Mr. Wheeler was appointed by last year's committee as keeper of the news-room, and consequently his name was put opposite that office in the list, without doing any injury to the other names, which remained in their former positions. It would be a very difficult matter, indeed, if there was to be a change made not only in the names but in the offices. It would be utterly impossible to please everybody and give them positions they thought desirable or to which they thought they were entitled. He contended that the Committee had acted very judiciously in adopting as their authority the action of the House in 1875, and which they had not departed from, except in putting Mr. Boucher's name up next to that of the chaplain.

HON. MR. BELLEROSE said he had no doubt the hon. gentleman from Sarnia thought that everything was right, but he regretted to say that the hon. gentleman's views were not according to the fact. If he looked into the list of 1875 he would see the reason why Mr. Jones had been appointed to the reading room. It was because he had been appointed assistant housekeeper, and consequently had precedence over every messenger ; but he was at a loss to know why Mr. Wheeler, who was not assistant housekeeper had been so appointed. If the hon. gentleman looked into the printed lists for 1883

and 1884 he would find that Mr. Ratté, after Mr. Dunn, was the oldest messenger in the service of the Senate, yet the name of Mr. Wheeler was put above that of Mr. Ratté in order that he might be appointed to the reading room. He would not complain on this occasion if he had not good reason for doing so, but when he saw a system which had been commenced three or four weeks ago was being perpetuated he considered it to be his duty to protest against it. It was well understood that there was an attempt to set aside the proper order of promotion and place Mr. Young above some of the older officers of the House, and the appointment of Mr. Wheeler would be referred to next year as a precedent. He wished to ask the Chairman of the Committee whether he knew that the report had been changed after the Committee had met, and before it was submitted to the House.

HON. MR. VIDAL replied that it had; he had taken the liberty of striking out the superfluous words "and clerk," which were admitted in the Committee as being superfluous, and because the Committee had expressed themselves as being opposed to the numerous titles of officers, some of them not being appropriate. The hon. gentleman from De Lanaudiere said that in 1875 Mr. Jones got the position in the reading room because he was assistant housekeeper. He (Mr. Vidal) did not know where the hon. gentleman got the information from; it was not in the report of 1875.

HON. MR. BELLEROSE said he got it from the pay lists from the Clerk of the House.

HON. MR. VIDAL said he did not know what authority the person who drew that list up had for putting that into it. On referring to the proceedings of the House he found no mention there whatever of that additional title, and consequently it appeared to him, and to the Committee taking the matter into consideration, that there was no particular reason why Mr. Jones' name should have precedence over that of some of the other officers. He wished to ask by whose authority the precedence was settled in the document referred to by the hon. gentleman, because in his judgment that list was contrary to the record of the proceedings of the House.

HON. MR. BELLEROSE said he had got the list from the Clerk's office. The explanation given in reply to his inquiry as to why Mr. Jones has been given precedence over messengers on the list was that he had been appointed assistant housekeeper, and by virtue of his position took precedence over the messengers, but as to Mr. Wheeler who had been a messenger, no such reason existed. All the reasons were against giving him precedence over Mr. Ratté who was, next to Mr. Dnnn, the oldest messenger of the House.

HON. MR. POWER thought that while the hon. gentleman from De Lanaudiere deserved great credit for looking keenly after the interests of his own people and his own Province, his zeal sometimes led him so far as to suspect that unfairness was intended towards people of his own nationality when there was really nothing of the kind. If the hon. gentleman had been present at the meeting of the Committee he would have found that attention was called by the chairman to the fact that a number of the officers of the House had been recently promoted, and that their names had not been moved up on the list as a consequence of that promotion, but that the offices to which they had been appointed had been brought down on the list and put opposite the names of those gentlemen wherever situate before their promotion. It was thought that it was not the proper way to do things, and the Committee decided that the name of the office should hold a permanent place on the list, and that the person promcted to the office should have his name moved and put opposite the name of the office. The Committee having laid down that general rule, proceeded to deal with individual cases and removed the name of Mr. Boucher to its proper place next to that of the Chaplain. Then the Committee undertook to deal with the name of another important officer, the Usher of the Black Rod, whose name, it was felt, should stand higher on the list; but it being almost one o'clock the patience of the Committee gave out, and it was

decided that it would be better to defer further action until next session, and to adopt meanwhile the list of 1875. There was no intention to deal unfairly with anyone. The only officer whose name was moved up on the list was a gentleman who speaks the language which is so zealously defended by the hon. gentleman from DeLanaudiere.

HON. MR. ALLAN understood that the order of the names on the list was not supposed to denote the precedence which the different officers would take, or that they were put down there according to their seniority as regards appointment. It would be seen that the name of the Usher of the Black Rod was placed below the name of one clerk, at all events, who had been appointed the other day. The list should remain as it was until next session when it could be drawn up in proper order.

HON. MR. BELLEROSE did not think it made any difference to the Usher of the Black Rod what part of the list his name appeared in, as the name of his office would always indicate his individual position, but it was different with a messenger, as the lowest name on the list would indicate the most recent appointment.

HON. MR. ALLAN hoped it would be satisfactory to the hon. gentleman to know that the position of a name on the list did not indicate seniority for promotion.

HON. MR. FLINT said as a member of the Contingent Accounts Committee there was no desire on his part, or on the part of the members of the Committee to do any injustice to Mr. Rattey. He had understood from Mr. Rattey himself that he desired to be made assistant housekeeper. The matter was talked over in the Committee, and the conclusion arrived at was that it would be better for this year not to appoint an assistant housekeeper. If the appointment had been made, Mr. Rattey would have got it. There was no desire on the part of the Committee to do injustice to Mr. Rattey or any messenger, whether speaking the French language or not. No doubt the appointment of assistant housekeeper would be made next session, and Mr. Rattey would in all probability receive the appointment, as he had been a long time in the Senate, and in all cases had proved himself to be a very worthy man.

The motion was agreed to and the report was adopted.

SICK AND DISTRESSED MARINERS BILL.

THIRD READING.

The House resolved itself into a Committee of the Whole on Bill (129), "An Act in further amendment of an Act respecting the treatment and relief of Sick and Distressed Mariners."

HON. MR. VIDAL, from the Committee, reported the Bill without amendment.

HON. SIR ALEX. CAMPBELL moved that the Bill be read the third time presently.

The motion was agreed to, and the Bill was read the third time and passed.

TRANSFER OF PRISONERS FROM ONE JAIL TO ANOTHER BILL.

SECOND READING.

The House resolved itself into Committee of the Whole on Bill (M), "An Act to authorize the transfer of prisoners from one jail to another in certain cases."

In the Committee,

HON. SIR. ALEX. CAMPBELL said the first clause of the Bill was to give power to the Lieutenant Governor of a Province to order the removal of prisoners from one jail to another. The suggestion was made that it was much more convenient that it should be done by the Lieutenant Governor of the Province than by the Governor General. As there had been doubts as to the power of a Lieutenant Governor to issue the necessary order this legislation would be deemed advisible.

HON. MR. POWER suggested that it would be well to have the same power extended to the Lieutenant Governor of the North-West Territories.

HON. SIR. ALEX. CAMPBELL said

there was only one jail in the North-West Territories, but he would consider the suggestion of his hon. friend from Halifax before the third reading of the Bill and see if it was desirable to adopt it.

HON. MR. READ, from the Committee, reported the Bill without any amendment.

It was ordered that the Bill be read the third time on Monday next.

NORTH-WEST TERRITORIES AMENDMENT BILL.

REPORTED FROM COMMITTEE.

The House resolved itself into a Committee of the Whole on Bill (L), "An Act to amend the North-West Territories Act of 1880."

In the Committee,

HON. MR. MACPHERSON said: The object of the Bill is to make better provision for the administration of affairs in the North-West Territories, and with that view it is proposed to amend the Act of 1880. The first clause of this Bill has reference to registration. By the existing Act power was given to appoint registrars for the North-West Territories, and also to set apart from time to time, districts for the purpose of registration. This Act continues and extends the power to set apart districts, as may be found necessary through the increased population, and it does away with a registrar for the North-West Territories, constituting him a district registrar, like other registrars in that country, without affecting his salary in any way whatever. I move the adoption of the first clause.

HON. MR. POWER—I wish to call the attention of the Minister to the fact that there is a clerical error in the first section of this Bill. It reads: "Sections sixty-three and sixty-four of the said Act are hereby repealed, and the following sections are enacted in lieu thereof, in fact, sections sixty-three, sixty-four and sixty-five are repealed and I would suggest to the Minister of the Interior that it is desirable to amend this clause by striking out the word "and" between the words "sixty three and sixty-four," and after the word "sixty- four," substituting the words, "and sixty-five."

HON. MR. MACPHERSON—Perhaps it would be better to amend the language of the Bill, as the hon. gentleman suggests, and I move that the clause be adopted as amended.

HON. MR. POWER—I think the Minister might make some explanations to the Committee. I did not think it well to ask for explanations in the House; but I think the Senate would like to know what the necessity for this change is, for what purposes these registrars are to be appointed, and what services they are to perform.

HON. MR. MACPHERSON—The object is to give the Governor-in-Council power to increase the number of registration districts. The present districts are Prince Albert and Regina, which consist of four separate sub-divisions, namely, the City of Regina, the rural district of Regina, the Touchwood district, and the Souris district. One of the next to be created will probably be the Calgarry district, and the Edmonton district will also be created. Then, in addition, there is a general registrar for the North-West Territory, his office is at Battleford, and in that general office all the documents are registered that are not recorded in any of the district offices.

HON. MR. POWER—From what the Minister says, I see there are to be registrars in Calgarry and Edmonton. I notice that during the recent investigation in Toronto, references were made to certain appointments which had been promised to these offices; and I hope that, if this Bill passes, the Minister of the Interior will be more careful as to the individuals to whom he makes promises in respect to registrarships out there than he has been. Of course, after the disclaimer of the hon. Minister in the House, some time since, I must believe that there was not anything wrong intended; but I certainly hope that he will be more careful to see that promises of appointments to those vacant registrarships do not go astray in the way they have done.

HON. MR. ALMON—I am very much astonished at the bad taste of the senior member for Halifax in bringing Ontario matters before this House. If there is any truth in those charges, the disgrace attaches more to the people who were bribed than to those who bribe them. There is an old saying that "he comes too near who comes to be denied" and I think a man who temporises, when a bribe has been offered to him, and holds out for more money, before he accepts the bribe, is more guilty than the one who made the offer. However, I am committing the same fault as my hon. colleague, when I dwell upon this matter, so I shall say no more except to repeat that I consider it very bad taste on his part to bring the local matters of Ontario before this House.

HON. MR. MACPHERSON—I am not sorry that the hon. gentleman did bring the matter up. There is nothing in the letter that I would not be prepared to write again under similar circumstances. The letter was an intimation to the gentleman to whom it was addressed that he would be recommended for appointment, and whoever puts a different construction upon it I have no hesitation in saying is a dishonest and dishonorable man. That was the meaning of the letter; it bore and could bear no other construction, and it is a letter such as is written to every gentleman who is about to be recommended for office—from the highest office in the country to the lowest—from the office of Lieutenant-Governor or Senator, down to the very smallest office that is given by either the Dominion or the Provincial Government. The hon. gentleman tempts me to go further into this matter than probably his friends would like me to do, and I must say I spoke in very mild terms on a previous occasion when I alluded to the subject. It was very unworthy in the Prime Minister of Ontario to name me as he did without having some evidence other than he possessed, to justify his doing so; he knew very well that he had no justification for doing it, but his object and that of his colleagues in following it up was to give importance to their case. The hon. gentleman from Halifax must know that very well, and they scrupled at no amount of distortion or misrepresentation in the attempt to do so. Not only that, but I see by the Toronto *Globe* of yesterday that the Police Magistrate alluded to that letter, and referred to me by name. I think he did that for no other purpose than—

HON. MR. HAYTHORNE—I think the hon. gentleman is out of order in such remarks.

HON. MR. MACPHERSON—I shall make no comment upon his judgment other than to say that when I read so much of his judgment as is to be found in the editorial columns of the *Globe*, in which my name is mentioned, I came to the conclusion that it was as important for a corrupt Government to own a Judge as it is for an unscrupulous railway corporation to own one. That is the opinion I formed on that subject.

HON. MR. POWER—Strong language.

HON. MR. MACPHERSON—Not any stronger than the facts justify, for there never was anything more scandalous or more disgraceful. To think of the Prime Minister of Ontario sitting at the Council Table, surrounded by his colleagues, as by their own statements seems to have been the case, sending these worthless men backwards and forwards with instructions to obtain the highest possible bids for their virtue and their honor—I say nothing could be more unworthy, and the country will look upon them as being the real conspirators.

HON. MR. SCOTT—I hope it is not proposed to continue this discussion.

HON. MR. MACPHERSON—I had no intention of alluding to the matter, but the hon. gentleman from Halifax made his suggestion in such a sinister manner that I could not avoid giving him to understand that he cannot so attack me with impunity. I believe that in the opinion of many the error committed by Wilkinson—assuming the worst that is said of him to be true—was to have followed in the footsteps of the leader of the party to which the senior member from Halifax in this House belongs.

HON. MR. SCOTT—This is going altogether too far, and I do not think it is quite fair of the hon. gentleman to avail himself of this opportunity to make an attack upon gentlemen who are not here. I think it is extremely unfortunate, and that the senior member from Halifax was ill-advised when he made any reference to the subject in the way he did; it did not meet with my approval or, I am quite sure, with that of the Senate. I do not think this is the place for discussing local matters of this kind, that have been introduced into the provincial politics of Ontario; I think it is lowering the whole Senate and I regret the hon. Minister has seen fit to make such improper observations on gentlemen who stand high in the estimation of the country and who have every right to be respected; I think he ought to have confined himself to what it is necessary to say on his own behalf. This is not the time or place to discuss the matter which has been referred to, and we had better devote our attention to what comes before us in a proper and legitimate way.

HON. MR. PLUMB—I do not think the hon. Minister of the Interior should be attacked for the remarks he has made. The hon. gentleman from Halifax having chosen with a sneer—a vindictive sneer—to introduce a matter which was entirely extraneous to the question in debate, I say that the House ought to give the largest liberty and latitude to my hon. friend the Minister of the Interior in making his explanations, and in doing so he has not gone beyond the record. I know the record well, and I know that his name has been dragged into this controversy for the purpose of giving it more prominence, and in order, if possible, to implicate the Government of the Dominion in the nefarious transactions which have taken place in Ontario. And, when I speak of it as being nefarious, I mean that it is so on the part of those who plotted to obtain evidence, and who became detectives, but who were not so bad as those who stood behind them and instigated them to be detectives. There is where the crime lies and not with the others, who were simply tools. My hon. friend has not said one word too much, and I have only risen for a moment, as I presume he will go on further, and that he will state with the entire approval and full permission of this House, I am sure, whatever he has to state in vindication of his character, which has been so cruelly attacked. I speak from the book, for I have read the record through and through and I know every word of the resolution upon which the proceedings were commenced by the Ontario Government, and how my hon. friend has been dragged into it.

HON. MR. POWER—Perhaps the hon. gentleman was behind the scenes?

HON. MR. PLUMB—Dragged into it for the purpose of making capital for that failing Government.

HON. MR. MACPHERSON—I regret as much as my hon. friend from Ottawa, the introduction of this subject here to-day. I had no intention of introducing it, but I think that hon. gentleman and every member of the House will admit that I could not, when challenged as I was by the senior member for Halifax, do less than answer and resent his taunts.

HON. MR. POWER—The hon. gentleman must not use such a term as that. I am not in the habit of "dodging."

HON. MR. MACPHERSON—I used the word "taunt," and the House will know how great my provocation has been, with all the disreputable Grit press attacking me as they have done, and fabricating—deliberately, wilfully and knowingly fabricating—falsehoods and false charges against me. And am I, when I have an opportunity, not to answer those charges, and declare how untrue and false they are? And this has been done at the instigation of those who have been called honorable men, and holding the highest positions in the Province of Ontario, but who have now placed themselves in the ranks of the very basest in the land. Now it is the Mowats and the McKims, the Pardees and the Dowlings, the Frasers and the Balfours—those are the men who rank together and who belong to the same band of conspirators.

HON. MR. HAYTHORNE—Oh, Oh.

HON. MR. MACPHERSON—The hon. gentleman may laugh,—it matters not to me, whether he laughs or not.

HON. MR. POWER—It is a free country, and I suppose we may laugh if we please.

HON. MR. ALMON—The hon gentleman will laugh "at the other side of his mouth" as the boys say.

HON. MR. MACPHERSON—When the hon. gentleman interrupted me, I was going to say that many in the Dominion will believe that Wilkinson's error was in walking in the footsteps of the great leader of the Liberal party in Ontario,—the man who entered on his ministerial career on the wreck of—

HON. MR. SCOTT—I would like to remain silent, and I do not propose to discuss this subject, but I think that my hon. friend should have some sense of reason. He ought not to go beyond the motion, and abuse other people who are not present here.

HON. MR. MACPHERSON—I was merely going on to say that Mr. Blake began his ministerial life by making the wreck of one whom he induced to betray his leader his stepping stone to office. He did not then descend to bid for worthless characters such as McKim, but boldly bid for a minister and caught him and rewarded him out of the public treasury with a salary of $6,000 and a seat upon the Bench —the Bench which he degraded by placing such a man upon it.

HON. MR. POWER– I regret very much that the hon. Minister should have manifested so much temper.

HON. MR. PLUMB—Oh, oh.

HON. MR. POWER—I am perfectly in earnest. I think that hon. gentlemen, instead of attacking me in the way they have done should be very grateful to me, because I did what is very often done by the best friends of a member who is accused of any improper conduct—I gave the Minister an opportunity to explain his course.

HON. MR. MACPHERSON—And I availed myself of it.

HON. MR. POWER—I must say that I regret that he has not manifested the gratitude I had expected. Now, I do not know in what manner the Dominion Government transacts its business, and I simply venture to suggest that, in the hon. gentleman's own interest, it would be wiser that these blank appointments should not be put in circulation.

HON. MR. ALMON—What blank appointment.

HON. MR. POWER—I have the floor and the hon. gentleman can speak when I have finished.

HON. MR. ALMON—You have made an assertion that is not borne out.

HON. MR. POWER—I said nothing against the Minister but I gave him an opportunity to explain.

HON. MR. MACPHERSON—Your friends do so; and so did you by implication

HON. MR. POWER—Not necessarily, and I should be very sorry to blame the hon. Minister of the Interior,—although I believe he is prepared to accept any calumny about a political opponent—I should be very sorry to hold him responsible for everything which is contained in the *Mail* and other Conservative papers.

HON. MR. CARVELL—I rise to a point of order, and I ask that the words "blank appointments" should be explained or withdrawn.

HON. MR. MACPHERSON—Does the senior member for Halifax mean to say that my letter was transferable? Surely the hon. gentleman is not so ignorant of public affairs as not to know that that would be impossible? I may say that Mr. Wilkinson was promised the office in question by my predecessor more than a year ago, and after I succeeded to office he was importunate about his appointment, but it could no be made then, because the registration district had not been set

apart. However, on ascertaining from my predecessor that he had been promised it I re-affirmed the promise; but to say that a letter of that kind—an appointment of that kind—can be transferred by endorsement, as a promissory note would be, is simply childish.

HON. MR. PLUMB—That is what the hon. gentleman insinuated, and he thought he was doing a clever thing.

HON. MR. POWER—I hope the hon. gentleman's explanation will be accepted by the country at large as satisfactory. I just wish to make one observation more before I sit down: what I said here was said in a quiet way; and not in any manner calculated, I think, to excite any indignation; and it is a great deal better for the hon. member that I should make a statement of the sort here, where he has an opportunity of making an explanation, than that those statements should be made in the public press or elsewhere, where the Minister has no chance of dealing with them. I may say further that I think the Minister made a very great mistake in not making this explanation at the start, instead of at the close of the discussion. He thought it necessary to use very violent language about a number of gentlemen occupying important positions, some in the other branch of this Parliament, and some in other places: but I think the hon. gentleman, upon reflection, will see that such a course does not strengthen his case at all—more particularly when it is considered that the characters of those gentlemen are above reproach.

HON. MR. MACPHERSON—The hon. gentleman knows very well that if I took no notice of his quiet suggestion—

HON. MR. POWER—Except to explain.

HON. MR. MACPHERSON—The result would be that articles would appear in to-morrow morning's Liberal papers, to the effect that the hon. senior member for Halifax gave the Minister of Interior an opportunity of explaining the letter in question, but he did not avail himself of it. As a gentleman behind me has just said, a stab under the fifth rib can be given very quietly.

HON MR. CARVELL—My hon. friend from Halifax said he did not mean anything but kindness, yet after all the excitement got up he throws across this floor three times to the Minister of the Interior the words "blank appointment." Now, what does the hon. gentleman mean by that? He must mean something or nothing, and why has he not the manliness to stand up now in his place and say "I meant to say to the Minister of the Interior that that was an appointment placed in the hands of this man in Ontario, to be used for anybody else he might choose—properly or improperly." Does he not mean that, and does not every hon. gentleman upon these benches know that such is his meaning? Has it not been heralded throughout the length and breadth of the Dominion, through the entire Grit press, ever since its disclosure was made known, and is there any possible way of going back from that position? I tell the hon. gentleman squarely to his face that he meant nothing else and could not mean anything else. He cannot get out of it; I will give him the chance to do so if he can; and I will be glad if he can make any possible explanation, to accept it. When the hon. gentleman first sat down, I intended to say something entirely different. It was that I was very sorry the Minister of the Interior should deem it necessary to defend himself—I was going to say even here—against things of that kind. They are thrown at him and at every Minister, and every member of the Government who discharges his public duty, and they are worked up I should say with an energy worthy of a better cause. I cannot help connecting this with an explanation made last night, in another place, when the Minister of Public Works alluded to some charge made against him in a Grit newspaper. That hon. gentleman felt it was necessary for him to defend himself against that charge, which was made by whom?—I might say made by what? By a man who left his own Province and who came here for the good of that Province. He came here in perfect disgrace, and still worse—

HON. MR. POWER—I rise to a question of order, because the Minister of Public Works is not before this House; I ask for a decision upon this point of order.

HON. MR. CARVELL—A man who came here, I am sorry to say, as a renegade Conservative—and I regret that the Conservative ranks ever included such a man. He came here under a very dark cloud, having used other peoples' names with a view to make them financially responsible, and they still stand so; a man who dare not go back to the Province from which he came. Therefore, I think things are come to a pretty pass when a Minister of the Crown considers it necessary to defend himself against the attacks of a poor, miserable, mean fellow like that. I would not advise the Minister of the Interior, but I would say—pay no attention to such a matter. I am not going to talk about what has taken place in Toronto recently, nor shall I go into the question of the propriety or the impropriety of Ministers of the Crown at Toronto setting these men on to get deeper into the mire, to implicate members of Parliament, and to disgrace them forever, in order that they might make themselves strong. I shall not go into that question, and I think it is a pity that a matter of this kind should be introduced by the hon. gentleman from Halifax, and it is also a pity that a Minister of the Crown should deem it at all necessary to defend himself from such vile, not to say blackguardly, attacks.

The first clause was adopted.

On the fourth clause,

HON. MR. POWER—I call the attention of the Minister of Justice—as it is a matter more especially for him—to the first sub-clause of this fourth clause, which says:

"Every stipendiary magistrate shall have jurisdiction, power, and authority to hold courts, whether established by ordinance of the Lieutenant Governor or not (which shall be open public courts.)"

Now, the point to which I wish to call the Minister's attention is contained in the following words of the clause,

"* * * at such times and places as he thinks proper, and at such courts, as sole magistrate, to hear all claims, disputes and demands whatsoever (except as herein provided) which are brought before him and to determine any questions arising thereout, as well of fact as of law, in a summary manner."

I would ask the Minister if he does not think that it is a rather unlimited power to give a stipendiary magistrate to hold courts when and where he pleases, more particularly when from his decision in most cases there is no appeal? I can readily understand that if the Lieutenant-Governor fixed the times and places where those courts were to be held it would be all right, but I think this is giving very wide power to the magistrate.

HON. SIR ALEX. CAMPBELL—It is often necessary that the stipendiary magistrate should fix the places and times for holding court because of the great distances and the difficulty of communication. As to appealing, I do not see that this Bill makes it more difficult, and the magistrate is generally better able to decide as to the most convenient time for holding the court than anybody else.

The clause was adopted.

On the 6th clause,

HON. MR. MACPHERSON—This clause is simply re-cast, but there is one word I would suggest should be omitted; I think the word "proved" in the fourth line should be omitted.

HON. MR. POWER—But the hon. Minister will see that in the case of a tort there is not any sum in dispute, but it is an action for damages, and the amount of the damages have to be proved. In the other cases, where there is a contract, there is an amount in dispute.

HON. MR. MACPHERSON—Not being learned in the law, I sent it to the Deputy Minister of Justice. "Proved" should be omitted. However, I will hold this clause over, and examine it again.

HON. MR. POWER—I was going to call attention to the very large amount mentioned in this clause. It is a very serious tort, in which damages would be assessed at $500, and then $1000 is pretty large, in case of a contract.

HON. SIR ALEX. CAMPBELL—The old law is much the same, I do not think it is desirable to encourage appeals in those remote places, for speedy justice, even if it is not always very sound, is still better than delayed justice. However, we

will consider that and speak about it again, when the Bill is in its next stage, as the Minister of the Interior will hold it over.

HON. MR. ARCHIBALD, from the Committee, reported the Bill with an amendment, which was concurred in, and the third reading was fixed for Monday next.

PRISONERS TRANSFER BILL.

SECOND READING.

HON. MR. MACPHERSON moved the second reading of Bill (L), "An Act to amend The North-West Territories Act, 1880."

He said: This Bill is to extend the period within which certain old settlers, half-breeds and others, in the Province of Manitoba, can perfect their claims. Complaint was made that many parties were unaware of the limitation of the Act, and that, as they allege, full proclamation had not been made, or at all events the proclamation did not come within their observation—many of them being men whose occupations carried them to a great distance, not only from Winnipeg but from the bounds of civilization. The Bill has only just been submitted, and one hon. gentleman asked that I should delay the second reading until Monday, but he finally agreed that I should move it now, as the time is so short, and the disussion will take place in the Committee.

HON. MR. POWER—I beg to call the attention of the Minister to what I think is wide language in the second clause, with a view to its being further considered.

HON. MR. SUTHERLAND—The Bill has only been on my desk a short time, but I have read it over, and as far as I can see through it, I think it includes everything that is necessary. As I understand the Bill, it is merely to enable certain of the old settlers in Manitoba to make their claims.

The motion was agreed to, and the Bill was read the second time.

The Senate adjourned at 5.30 p. m.

THE SENATE.

Ottawa, Monday, April 14th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

NAVIGATION OF HUDSON STRAITS.

ENQUIRY.

HON. MR. WARK rose to call attention to the subject of the navigation of Hudson Straits, and to ask the Government what course it is intended to take in order to obtain the information required as to the time said Straits may be safely navigated?

He said: My attention has been called to the following paragraph published in the St. John *Globe:*

"BRITISH GOVERNMENT'S REPLY.

"The navigation of Hudson Strait—a hundred and fifty year's experience.

"In the British House of Commons, Mr. A. S. Hill, Q. C., asked the Secretary of the Admiralty whether, having regard to the great importance attaching to the practicability of a route through the Hudson Straits to the grain-growing districts of the North-West, Her Majesty's Government would assist in this research by placing one or more vessels of the Royal Navy at such stations and for such periods as might enable a report to be made upon the number of days during the year for which such route is available. Mr. Campbell-Bannerman (Secretary of the Navy) replied: "We are in possession of information derived from the experience of a century and a half as to the limited season of the year for navigating Hudson Strait. This experience has proved that the Strait is so hampered with fixed and floating ice as not to be free for secure navigation for more than an average of seven or eight weeks in the year, confined between July and September. The open time varies considerably from year to year, for although the Strait is occasionally open by the middle of July, it has been found closed until the middle of August, and is rarely free after September. It would be an arduous and, to some extent, a dangerous service for one or more of Her Majesty's ships to be placed in this inhospitable region for a season to watch the movements of the ice: and the observations of many years would be necessary in order to come to a safe conclusion. The Government are, therefore, not prepared to undertake the duties suggested by my hon.

friend, although they fully appreciate the importance of the subject."

Now this information is based on observations for a century and a half, and if the Government are going to undertake a service of this kind it is of great importnace how they should go about it. I understand that offers have been made from Newfoundland and the United States of vessels—I suppose large and costly vessels—which might be employed in this service; but it is a question whether that is the description of vessel that is required. A ship may arrive at the entrance of the Straits, and pass through into the Bay. There is open water, no doubt, all around the southern part of the bay at an early part of the season of the year, but how is the vessel to observe the action of the winds and currents on the floating ice in the Straits and outside? There is first the large quantity of ice that comes down, I suppose, by the Labrador coast. That is the ice on which the seals are caught. The Newfoundland sealers go out there in the month of March, and the ice must all have passed and disappeared before the steamers begin to navigate the Straits of Belle Isle, after which they meet the ice coming down from Baffin's Bay and Davis Straits. Baffin's Bay runs up to at least eighty degress north latitude, and that ice must come out at a later season of the year. I am under the impression that Baffin's Bay is the place where the icebergs are formed. They are not the formation merely of one winter, but of several winters, before they break away during the latter period of the season. When they come down from Baffin's Bay they drift directly in the way of vessels sailing up to Hudson Straits, and their course is considerably influenced by the action of the winds. If a strong easterly wind is blowing it will drive a large quantity of the ice into the entrance of Hudson Straits; if, on the other hand, the wind is westerly, it will carry the ice into the Atlantic, so that the direction of the winds will make a material difference with regard to the navigation of the Straits. But there is another Bay running away further to the north, known as Fox Channel. The water there runs up to about seventy degrees north latitude, and the ice from that Channel comes down right into the western entrance of Davis' Straits. I do not know but that is one point which ought to be carefully inquired into—the effect of currents which the large amount of fresh water that flows into the Hudson Bay must cause, especially in the spring of the year when the snow is melting and a large volume of water flows from the Bay out into the Atlantic. I do not know that there is much of a tide running either way generally, but I think we might naturally conclude that a very considerable current is setting out there, and that it will carry a portion of the ice from Hudson Bay as well as of the ice that comes down Fox Channel into the Straits. I do not wish to trespass on the time of the House; I would just suggest to the Government whether those surveys would not be better executed, and more economically, by small vessels—if one vessel, for instance, was to be placed at the eastern end of the Straits, and another on the western end, they could observe the action of the ice both ways; whether the ice from Davis' Straits is driven into Hudson Bay by easterly winds, or whether the ice that comes through Fox Channel is driven into the Straits by westerly winds; whether there are strong currents running out from the Hudson Bay which affect the motion of the ice—these are all questions that ought to be enquired into. It appears to me that two small vessels with a party at each end of the Straits would make those observations much more successfully than could be done by one party in a large vessel, that would be very unwilling at times to venture out into the ice to make the necessary observations.

Hon. Mr. POWER—I was going to let the matter go by; but as the Minister has paused a moment, I shall say a few words on this subject. I think the House and the Government too are under obligations to the hon gentleman from New Brunswick for having brought the matter before the House from the point of view from which he looked at it. We know quite well that the hon. member from the Victoria division, who, unfortunately is not able to be present to-day, has, on two or three occasions brought this matter before the House, but the hon. gentleman takes a very sanguine view of the probability of future navigation in Hudson Bay, and we have not heard the other side of

the story. I am very glad that the hon. gentleman from York, New Brunswick, has presented the other side of the shield to the notice of the Government. Their attention, hitherto, has been directed only to the bright side. It would appear from the extract, which the hon. gentleman has read, that this matter was brought before the Imperial Parliament in a similar way to that in which it has come before us. England is surely as much interested in the succeeful navigation of Hudson Bay as Canada is—more interested, because the successful navigation of Hudson Bay would mean to the people of England cheaper food, a thing which they very much need. It does not mean anything of that sort to Canada. The successful navigation of Hudson Bay and the construction of a Railway from Winnipeg to the mouth of the Churchill means to the people of eastern Canada a very serious loss. It means that a large sum of money which we have been spending for the purpose of giving an outlet by the St Lawrence for the productions of the North West will have been thrown away, and that those productions will find their way to Europe through Hudson Bay. Consequently I think their was much more reason why the Imperial Government should have devoted money for the purpose of investigating this subject than why we should. The Imperial Government, although they have somewhat larger sums at their disposal than we have, did not think it was prudent or wise to spend any money for the purpose of fitting out a vessel to make those inquiries. The Minister who answered Mr. Hill in the Imperial House of Commons seemed to be quite satisfied that the observations of one hundred and fifty years had established as a fact that the Hudson Bay and Straits were not navigable for a sufficiently long time of the year to be commercially profitable. I hope that our Canadian Government, which as a rule is perhaps too apt to follow the popular cry of the moment with respect to projects of this sort, will hasten slowly in this matter: and that no great expenditure will take place, and no large undertaking will be commenced in the North-West until it shall have been satisfactorily shown that this navigation is commercially valuable. I notice in some reports of the discussions which have taken place on this subject in another place that there was one thing not altogether satisfactory. My hon. friend has said that Newfoundland vessels and American vessels have both been spoken of; but I notice that the Minister who referred to the subject in another place did not mention any proposition to employ Newfoundland sealing steamers. He did not speak of a proposition to employ any vessels but New Bedford whalers. Now, I took the opportunity some few weeks ago, when this matter was up before, to suggest to the hon. leader of the House that probably the vessels best fitted for this service, and the vessels which could be got most cheaply, were Newfoundland sealing vessels. I think if we can get British vessels which will serve the purpose as well as or better than American vessels, and the crews of which are perhaps better used to dealing with ice, that it is the duty of the Government to choose them rather than employ foreign vessels.

HON. MR HAYTHORNE—I have taken great interest in a subject very much akin to this, with respect to the keeping open of communication between the Province to which I belong and the mainland, and I have perhaps thereby rendered myself more conversant than I should otherwise have been with a subject of this nature. The quotation which the hon. gentleman from New Brunswick made during his remarks indicated to my mind that the Minister who was speaking understood one part of the subject thoroughly, but his remarks with regard to the practicability of navigating those Straits in winter did not carry any weight to my mind at all, simply because he spoke of navigating them by sailing vessels, whereas our proposition is to navigate them by steam. Not many weeks ago, speaking in this House on the subject of the winter navigation between Prince Edward Island and the mainland, I took occasion to point to the experience and make some extracts from the works of Arctic navigators. I pointed out that there was very little difficulty in navigating what is called "an ice-encumbered sea," and it is to such a sea that it is proposed to send this expedition. We do not suppose they are to encounter solid ice. If such a thing exists there it would be perfectly hopeless to send car-

goes of grain or cattle by way of Hudson Bay and Straits, but if the water is encumbered simply for several weeks in the summer with broken fields of ice, that need present no serious obstacle to well equipped steam vessels. Another matter which I brought to the notice of the House the other day was one which has an important bearing on this subject, that is, the progress made by steam vessels in such a sea. Now, experience of the navigation of Hudson Strait with canvas amounts to nothing, because a steam vessel can do more, under such circumstances, in a day than a sailing vessel in a week. There is another matter that I would bring to the notice of the House, and that is the practical experience of the last few weeks—I might almost say the last few days—with the *Northern Light*, in making trips between Georgetown and Pictou through fields of ice, in very good style indeed. I understand that she is at this time just in about the trim which my hon. friend from Charlottetown recommended: instead of carrying cargo, and being what seamen call, "by the head," all the time, she has been better trimmed, and consequently has made some passages lately that have surprised those on board. I have been speaking lately with persons who crossed over from the Island on the vessel, and they expressed their astonishment at the progress that she made through just such ice as might be expected to be found in Hudson Straits. She passed through the ice without any difficulty at all. All those points are worthy of consideration. I think what my hon. friend says about small vessels is worthy of attention. If we sent a large vessel alone there and anything happened to her machinery or otherwise, she might be in very great danger; but two comparatively small vessels would undoubtedly get through the ice with greater facility, and at the same time be ready to assist each other in case of accident. The recent experience of polar navigators north of Europe has been altogether in favor of small vessels of lighter draft, 250 to 300 tons, and not over 12 to 14 feet draft. I have confidence myself that the present Minister of Marine, who is experienced in these matters, will give this his careful attention: I only hope that he will not be guided too exclusively by the old experience of sailing vessels, but that he will employ his leisure, if he has any, in looking into the works of Arctic navigators as to what is needed in the way of equipment, &c., and govern himself accordingly.

Hon. Mr. KAULBACH—My hon. friend who has just sat down has expressed a great deal of what I intended to say. I rise mainly to express my approval of the suggestions made by the hon. member for York. At the same time I may say I do not know that the Government have been so very sanguine about the practicability of navigating Hudson Bay. I did not understand that in any case they had expressed sanguine views on the subject. At the same time, I do not approve of any remarks which would tend to dishearten those enterprising gentlemen who are desirous of forming a Company to test the practicability of opening up steam communication between a port on Hudson Bay and Europe. I believe that, so far as they are themselves concerned, they are convinced that it is an enterprise that can be made successful to a large extent. The Hudson Bay Company no doubt have been able to navigate those waters, for three months at least in the year, in old sailing vessels; if they could do so for three months I cannot but think that with the present appliances for overcoming obstacles in the way of navigation, that period might be extended to four or four and a-half months, and if that is the case I think it will do very much to cheapen the cost of transporting grain from the great North-West. I do not believe that the opening of that route will hurt this country to any extent. On the contrary, it will aid in the development of that large territory extending south and west of Hudson Bay. There is a vast extent of land there, and an enterprise of this kind, opening up railway communication between Winnipeg and the coast of Hudson Bay, will be of general advantage to the whole country. We must not look upon it in a selfish light and imagine that all the country east of Manitoba will be injured because the North-West will be benefited.

Hon. Sir ALEX. CAMPBELL—I think the hon. member from New Brunswick has done good service in bringing

this subject before the House and giving us information on this, as, on all subjects on which he speaks, he is so amply able to do. In reply to his question, I may state that a vote has been asked for in the other branch of Parliament, which, no doubt, will appear in the Supply Bill, to enable the Government to make this investigation and they propose to do it as thoroughly as it can be done. An arrangement has been made to that effect with the Province of Manitoba recently, and a pledge has been given to Parliament. The precise manner in which the investigation will be made is not yet determined, but everything will be done to make it as thorough as it can be made. So far as we can judge from any conversation that has taken place, the investigation will extend over two seasons. Both Gloucester and Newfoundland vessels have been spoken of, and it is also said that vessels of a very good and satisfactory class can be obtained at Dundee, Scotland. I have no doubt that the Minister will give the subject his best attention, and that a careful investigation will take place: in fact the reputation of his Department is concerned in that respect, that it shall be done thoroughly. In bringing the subject before the House, the hon. gentleman has done good service, and the remarks he has made will be brought to the notice of the Minister of Marine and Fisheries and I am quite sure that he will consider the whole matter carefully.

CABLE WITH SAMBRO AND SABLE ISLANDS.

INQUIRY.

HON. MR. POWER rose to call attention to the desirability of providing communication by submarine cable between Sable and Sambro Islands and the mainland of Nova Scotia, and will ask the Government whether they propose to provide such communication, and if so, when?

He said: This is a subject to which my hon. colleague made reference recently. With respect to Sable Island, when he brought up the question of the wreck of the "Britannia," he called the attention of the House to the almost innumerable wrecks that had taken place upon that Island, and I think that was sufficient to show that it was necessary that there should be some more frequent and cheaper, and at the same time easy and reliable mode of communication between the Island and the mainland than at present exists. If there was a submarine cable from Sable Island to, say, Canso, or somewhere in that neighborhood which is the nearest part of the mainland—Whitehaven or somewhere in that neighborhood—it would not be a very long cable; and then the Marine and Fisheries Department would know at once when wrecks took place on the Island, and the Government steamer could be sent there to take the people off. Another thing: as it is now, the Government steamer is sent down there at considerable expense, and sometimes when her presence is desirable in other places, simply because it is thought that her presence may be required. If this cable were laid, the steamer need not be sent to the Island unless when her presence was necessary, and in that way there would be a considerable saving to the Department of Marine and Fisheries. As a further reason why the Government should take a step in this matter, this cable to Sable Island has for some time been promised to the people of that part of the Dominion so far as to Sable Island. Then as to Sambro Island, which has been brought very much before the public of the Dominion during the past few days on account of the wreck of the steamer "Steinman" there, it may be remembered that my hon. colleague suggested, when the matter was before the Senate the other day that a life-boat and crew should be stationed at that light-house. I ventured to intimate a different opinion, and said it would probably be found when further news came that the Captain of the steamer was the person who was chiefly to blame. I am in a position now, I think, to say that the further evidence has come, and that evidence has shown that my supposition was correct. I think it is perfectly clear—I do not mean to prejudice in any way the investigation which is going on, and which I believe has not yet been completed—that it is perfectly clear that the Captain of the steamer made a very great blunder. The excuse he gave was that he mistook Sambro Light for Chebucto Head Light. It is quite clear that if he had been right in his supposition, he would

have been almost as wrong in pushing ahead as he actually was. I may say further, when an accident of this kind takes place, people—particularly those near the spot—are apt to say that some certain course ought to have been adopted which would have prevented the loss of life in that particular case. Wrecks happen at various points on the coast and no one can tell where they will occur. If the Captain of a vessel shows either carelessness or incompetency he may wreck a ship in any place; and I do not think that it is the duty of the Government to provide for cases of that sort. They have a right I think to provide for cases where there is—supposing a Captain to take ordinary precautions—danger of shipwreck; but I do not think that is the case at Sambro. The fact, so far as I know—and I do not think any hon. gentleman will contradict it—is that there has not been a serious wreck in the immediate neighborhood of Sambro Island for the last thirty years. A list was published in the papers a few days since, which was calculated to leave an impression on the minds of people in the interior who are not familiar with the names of places on the Atlantic coast, that a great many wrecks had taken place in the vicinity; but many of those occurred 100 miles from Sambro. The only wreck mentioned in the list which took place anywhere near Sambro was that of the steamer "Atlantic;" and that vessel was lost about eight miles from Sambro, and no life-boat at Sambro could have done good on that occasion. There were plenty of boats, and many sturdy men to man them, where the loss of the "Atlantic" occurred; and that vessel was wrecked through nothing but the most extreme and criminal carelessness. I presume the leader of the Government is already familiar with the fact—but in case he should not be, I shall call attention to the circumstances connected with this Sambro cable. In the first place, the cable required is only a very short one; and it would be necessary on dark nights, and in case of fog. There is a good deal of fog about the island; and the men stationed there—the soldiers—cannot signal to the next station at Camperdown, in the fog. The signals which thay use in the night are light and shutter signals, and they cannot be seen in the fog, so a cable which would provide telegraphic or telephonic communication with the station at Camperdown is very desirable, particularly in foggy weather. In addition to enabling the people on the island to send for a large boat, of which there are a good many in the immediate neighborhood of Sambro, on the mainland, this cable would often obviate the necessity of a man going there from the island, as was the case at the time of the late wreck, when the keeper of the light had gone ashore. A message could be sent, and the keeper could remain at his post. I learn from one of the Halifax papers that the Imperial Government have expressed their willingness to lay the cable and supply men to manage it, if the Dominion Government will assume the responsibility of keeping it in repair. I hope that under the circumstances, if the Ministry satisfy themselves that that is the case—and I think the newspapers of Halifax have been informed by the Imperial officers there, of the fact—that the Minister of Justice will take steps to see that the Government shall undertake to do that much—to see that the cable is kept in repair.

HON. MR. KAULBACH—So far as the cable to Sambro Island is concerned, I think it would be a very great advantage to have one. The Island is but a short distance from the mainland, and probably no gentleman in this House knows more about it than myself. I pass it twenty times in the year, and even oftener, and although the Island is within a mile of the mainland, or less, yet, as my hon. friend has said, in foggy weather it is impossible to signal the mainland, and the cable would be very desirable. The only trouble is that there are a great many ledges of rock and many shoals, and it might be difficult to lay a cable there that would last any time. But my hon. friend is wrong as regards Sambro itself. I cannot enumerate the wrecks that have occurred within twelve or thirteen miles of Sambro during the last thirty years. There is no part of the coast so full of shoals. My hon. friend said the other day that a life-boat would not be necessary there, but the only life saved at this place in the late disaster was by a boat from the vessel itself. There was not a boat on the Island

fit to go out to rescue the drowning passengers. The very boat that came from the vessel itself saved seven or eight persons, who were the only ones rescued. I do not wish to censure the Captain for his conduct on that occasion, as my hon. friend does, because I have no doubt he feels keenly the loss which has been caused —whether through his fault or not I do not wish to say. It is quite evident that if, when this fog signal was out of repair, there had been a gun fired on the Island, the Captain might have been warned from approaching any nearer, and in that way the terrible loss of life would not have occurred. In a current such as flows there captains are sometimes at great loss to follow the proper course. I say it has been proved that a life-boat well manned, on that island, would be a great advantage in the saving of life. These fog whistles are very liable to get out of order. There is one near the place where I reside, and it appears as if it were out of repair always when the fog is very thick. I hope that the suggestion which has been made will be acceded to, and that a life-boat will also be furnished at that point.

HON. MR. ALMON—I quite agree with what has fallen from the senior member for Halifax, as to the necessity of those cables, if they can be had. One between Sable Island and the mainland would cost a good deal, but money is no object in a case of necessity. When I was in the Lower House, I spoke to Lord Dufferin about a cable there, and suggested that it was an Imperial as well as a Dominion matter, and that the Imperial Government should find the cable if the Dominion Government would lay it. He seemed to take great interest in the subject and said that he thought my suggestion was only reasonable. Unfortunately, the change of Government took place, and very little was done for the Lower Provinces during Mr. Mackenzie's regime, and this project, with others, remained in abeyance. There are seventeen men on Sable Island, a number of whom are married and have families—say thirty souls on the Island—but there is no medical man there, (and that is a great loss, whatever the hon. member for Ottawa may think about it); there is no clergymen there, none ever visiting the place, and there might be cases where either a clergyman or a doctor might be telegraphed to go there, especially the doctor. I am very much in hopes that a new era is dawning for Sable Island, and that many changes will take place there soon which are much needed. I trust that the matter will be thoroughly investigated in order that the Government may ascertain what is necessary.

With regard to the Sambro cable it would only be a short one. There is already a communication between Camperdown, York Redbout and the Citadel. By extending the cable to Sambro Island the Royal Engineers could work it themselves and the expense of it, I should think, would be very easily managed.

I agree with the hon. member for Lunenburg with regard to the frequency of wrecks that take place on the Sisters, just off Sambro. It is one of the most dreaded rocks on the coast: I know wrecks have taken place there, and I have mentioned the case of Captain George who was wrecked there and afterwards was put in charge of the light house at Maghar's beach. The vessel struck on the Sisters and sank, the deck floated off and drifted out to sea. A number of fishermen followed in boats and took the crew off, and on their return a subscription was taken up to reward them for their gallant deed. My hon. colleague, in bringing this subject before the Government, is paying them a delicate compliment. He was in the House while his friends were in power, and though the waves dashed vessels on Sambro rock and the sands of Sable Island engulfed ships, he said nothing on this subject: he knew it was a reign of deficits, that there was no surplus to pay for needed improvements, and that the Maritime Provinces were not much looked after. However, he has made the *amende honorable* for anything that took place the other day, and it was only good taste on his part to do so.

HON. SIR ALEX. CAMPBELL—It is exceedingly pleasant to hear compliments paid by one member for Halifax to the other, and I desire to add mine, and to say that if there is any amelioration of the condition of affairs at Sable Island it will be very largely due to the efforts of the junior member for Halifax. I am not

aware that there has been any official correspondence between the Imperial authorities and the Government here on the subject of a cable at Sable Island; if there had been I think I should have been informed of it. In the memorandum from the Department no mention is made of it. I am informed by the Department that there is already cable communication between the main shore of Sova Scotia and Sambro Island.

HON. MR. POWER—Not the Island.

HON. MR. ALMON—It certainly is not the Island.

HON. SIR ALEX. CAMPBELL—The memorandum that I have so states—"telegraphic communication between Sambro Island and the mainland already exists."

HON. MR. KAULBACH—It means Sambro, not the Island.

HON. MR. POWER—Perhaps they mean communication by signal with Camperdown: that is a different thing altogether.

HON. SIR ALEX. CAMPBELL—Perhaps so. No provision has been made for a cable to Sable Island but the Government recognize its importance and desire at some early day to take action in the matter.

LONDON LIFE INSURANCE COMPANY'S BILL.

SECOND READING.

The following Bill from the House of Commons was introduced and read the first time:

Bill (139) "An Act to amend the Act respecting the London Life Insurance Company."

HON. MR. PLUMB—In view of the lateness of the session, and the desire of the gentlemen who are interested in this measure to have its progress expedited, I ask the permission of the House to have the 41st rule suspended, and allow the Bill to take its second reading presently.

The motion was agreed to and the Bill was read the second time.

HON. MR. PLUMB moved that the 61st rule be suspended and that the Bill be referred to the Committee on Banking and Commerce to-morrow.

The motion was agreed to.

TRANSFER OF PRISONERS BILL.

THIRD READING.

The order of the day having been called: Third reading of Bill (M), "An Act to authorise the transfer of prisoners from one jail to another in certain cases,"

HON. SIR ALEX. CAMPBELL moved that the Bill be not now read the third time but that it be amended by providing that the words "Lieutenant-Governor in Council," as used in this Act shall include the Lieutenant-Governor of the North-West Territories, and of any new Territories which may be hereafter created out of such North-West Territories. He explained that this amendment was to meet the suggestion of his hon. friend opposite (Mr. Power). He also wished to add another amendment to provide that this Act, as well as the Act which it amends, shall apply to the Province of Manitoba.

The amendments were agreed to.

HON. SIR ALEX. CAMPBELL moved that the Bill, as amended, be read the third time presently.

The motion was agreed to, and the Bill was read the third time and passed.

NORTH-WEST TERRITORIES BILL.

THIRD READING.

The Order of the day having been called for the third reading of Bill (L), "An Act to amend the North-West Territories Act, 1880,"

HON. MR. MACPHERSON moved that the Bill be not now read the third time, but that it be amended by adding to the 12th line after the word "judgment" on the 5th page the words "of the sti-

pendiary magistrate," and on the 5th line striking out the words "actually proved," and on the 16th line strike out the word "actually."

The amendments were agreed to.

HON. MR. MACPHERSON moved that the Bill be read the third time presensly as amended.

The motion was agreed to, and the Bill was read the third time and passed.

ADULTERATION OF FOOD AND DRUGS PREVENTION BILL.

THIRD READING.

The House resolved itself into Committee of the Whole on Bill (114) "An Act to amend, and consolidate as amended, the several Acts respecting the adulteration of food and drugs."

HON. MR. McCLELAN, from the Committee, reported the Bill with several amendments, which were concurred in.

HON. SIR ALEX. CAMPBELL—I beg to move that the Bill be read the third time to-morrow, and in the meantime I will consider the amendments which have just been handed me by the hon. gentleman from Glengarry, and will submit them to the officers of the Department.

The motion was agreed to.

INDEPENDENCE OF PARLIAMENT ACT AMENDMENT BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (111) "An Act respecting the Independence of Parliament, 1878." He said: Any remarks which it may be necessary to make in asking for the final passage of this measure, I shall defer until another stage, and will now content myself with moving that the Bill be read the second time.

HON. MR. POWER—I suppose an opportunity to criticize the measure will be given at the next stage.

HON. SIR ALEX. CAMPBELL—Yes.

The motion was agreed to, and the Bill was read the second time.

INDIAN ACT, 1880, AMENDMENT BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (87) "An Act further to amend the Indian Act, 1880." He said: The Bill consists of a series of amendments, which can better be discussed when the measure is before the Committee. The changes all tend in the direction of ameliorating the position of the Indians, and when the Bill is before the Committee I will read the clauses which are in the original Act, and the amendment which it is now proposed to substitute for them, together with the reasons as given by the Indian Department why they are necesssary. I do not think it is desirable or convenient to the House to go into any lengthened discussion on the Bill at its present stage. The general way of dealing with the Indians is not interfered with, but suggestions of more or less importance are made in the various clauses of the Bill.

The motion was agreed to, and the Bill was read the second time.

INSPECTION ACT AMENDMENT BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (128), "An Act further to amend the general inspection Act, 1884." He said: This is a Bill consisting of a series of small amendments to this Act regulating the general inspection, which I will explain when the Bill goes before Committee.

HON. MR. POWER—I do not rise for the purpose of opposing the Bill, but the Minister of Justice must heve noticed that a good deal of feeling has been manifested in Montreal, and I think there is a good deal of the same feeling in some of the ports of the Lower Provinces, with reference to the Act passed here last year, or the year before, rendering the inspection of Newfoundland herrings

compulsory. It seems to me that the amendment asked for by the Montreal people, and which, I understand is desired by the merchants of the Lower Provinces as well, is one that would properly appear in this Bill. I think it has been stated by the Minister of Finance, in the other House, that the matter is under the consideration of the Government, and it has occurred to me, if the Government decide to regard favorably the application of the Montreal merchants, the amendment might be made in this Bill.

HON. MR. KAULBACH—There is a great deal of diversity of opinion with regard to the inspection of Newfoundland herring, and I do not think the opinion is so much one-sided as to justify the amendment being made to this Bill, without any suggestion from the other branch of Parliament.

HON. MR. OGILVIE—I have not looked into the question very deeply, but I know that it has been talked of in Montreal for a long time, and has been felt there very sorely by those who deal in what are called in Montreal "Labrador herring." The inspection, to be perfect, would be practically impossible, because to make it possible to inspect the fish properly at the time it comes in would require too large a staff, and the costs of inspection would be almost equal to the value of the fish. Then the herrings that are inspected there are in a very much worse condition after inspection than they were in before they were touched. You cannot possibly inspect herring, that is, turn them over and put them back in their place the same as they were before. If it were possible that we could come to some arrangement whereby *a* brand or no brand should be put upon the herring at the place of shipment, wherever it may be, and let the buyers take their chance, or if the parties they buy from wish to have them inspected, let them do it; but if a man sends a thousand barrels of herrings up in good order and branded right, and they are pulled to pieces in Montreal, within forty-eight hours they are comparatively spoiled. It does not interest me personally, but it interests the city of Montreal, and every person that has to do with the fish, and I do think that this compulsory inspection is a terrible mistake.

HON. MR. POWER.

The motion was agreed to and the Bill was read the second time.

INDIANS OF CANADA PRIVILEGE BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (22), "An Act for conferring certain privileges on the more advanced bands of the Indians of Canada, with a view of training them for the exercise of municipal powers." He said: This is an attempt to ameliorate the condition of the Indians, to allow certain bands approved of by the Governor-in-Council to form municipal institutions amongst themselves. They are to do this by holding a meeting of the male Indians on the reserve at which the agent of the Superintendent-General for the reserve shall preside for the purpose of electing councillors for the several sections of the reserve, and these councillors shall meet for the despatch of business. The general idea of the Bill is that these Indians may have municipal powers conferred upon them such as are now possessed by municipalities, within certain restrictions.

HON. MR. PLUMB—I am very much pleased, indeed, to hear from my hon. friend that a Bill of this kind has been brought before Parliament. I have reason to know that it would be a great boon to some of the Indian bands which have been kept so long under tutelage and control, particularly that interesting remnant of the Six Nations which is settled near the city of Brantford on what is known as the Brant Reservation. I know some of the Indians composing that settlement, and I know that they have been for a long time desirous to be promoted, and to have more liberty in the management of their own affairs; and those tribes have shewn considerable aptitude for agriculture. They are, I venture to say, as well educated as many of their white neighbors of the same class, and their children are sent regularly to school. They have excellent religious instruction, and one of the most interesting church services in Ontario is held on the Reservation.

They have looked to the Government to give them some relief in the direction which is proposed by this Bill. I do not know anything about the condition of other Indian settlements; I only speak with regard to this. I saw a large number of the Indians from the Brantford Reserve enlisted in the battalion which is formed in Brant County. The battalion was in Niagara at the time of the last military camp, and a more orderly, soldier-like well-behaved set of men, or one more efficient in drill, I have seldom seen anywhere; and it does them great credit that they are ready, with their old instinct—instinct that induced them to leave their splendid lands on the Mohawk and in the best parts of middle and western New York in years gone by, led by their loyalty, to take the King's side in the great revolutionary struggle and devote themselves to the service of the British Crown—the same instinct to-day leads them to enlist in the military service of the country. I do not see any reason why the privileges that are proposed here should not be extended to them at the earliest opportunity; and I hope it will not be long before Parliament in its wisdom will see fit to grant to that band and to other Indians similarly situated and equally prepared, the privilege of casting their ballots for the members of the Provincial Legislature or the Dominion Parliament. I trust that that may be the next move. I have no doubt whatever that this experiment will be satisfactory. While I am on my feet I would like to ask my hon. friend whether any provision has been made for the family of the late Chief Johnson who died some few weeks ago; whether the matter has been brought under his notice, or under the notice of the Department of Indian Affairs? He was a most meritorious officer, faithful in the discharge of his duty up to a few weeks ago, when he was cut off by sudden illness. The Indians of that part of the country have sustained a loss in his death which is almost irreparable. I have received a letter from a friend of the late Chief, asking me to bring the matter before the notice of the Government, and the condition in which his family has been left by his sudden demise, and I shall take an early opportunity of doing so.

HON. MR. KAULBACH—I suppose the policy of the Government is to encourage the Indians to remain on their reserves, and to become agriculturists, and take an interest in the prosperity of the country. From the last reports I have read I understand that the Indians are adapting themselves more to civilized life than they had previously done.

HON. MR. MACDONALD—Does the Minister of Justice propose to amend this Bill? Parts of it will not be at all applicable to the Province of British Columbia, where Indians, though engaged in agriculture, live entirely in villages. There are two bands in our Province that would likely take advantage of this Act, but as they live in villages it would not suit their circumstances.

HON. SIR ALEX. CAMPBELL—I will bring the suggestion of my hon. friend under the notice of the Indian Department. We have no Indians in the older Provinces living in villages; they live mostly on reserves or farms. It is possible that some special provision may be required for the Indians of British Columbia.

HON. MR. MACDONALD—I shall submit an amendment in that direction to the Department.

The motion was agreed to, and the Bill was read the second time.

WEIGHTS AND MEASURES ACT AMENDMENT BILL.

THIRD READING.

The House resolved itself into Committee of the Whole on Bill (120), "An Act to amend the Weights and Measures Act of 1879."

In the Committee on the fourth section,

HON. MR. KAULBACH suggested that the penalty for vending canned goods, on which the weight of the contents of the tin or can were not legibly marked, should be brought into operation on the 1st of July next, on all goods canned after that date. The clause provided

that it should only come into force on the 1st of January, 1885.

HON. MR. POWER considered that the clause was very stringent in its character. He suggested that the penalty should have been limited to cans or packages exposed for sale, and not be extended to those found in the possession of a manufacturer or vendor. He would propose an amendment as follows: To leave out all the words from "selling" in the second line of the second page to the end of the eighth line, and insert the following in lieu thereof: "or exposing for sale such goods in any such tin, can or package, on which the weight of the contents is not so marked, or on which such weight is misrepresented, shall, for the first offence incur a penalty of $2.00 for each such tin, can or package, and for each subsequent offence a penalty of not less than $3.00 nor more than $20.00 for each such tin, can or package."

HON. SIR ALEX. CAMPBELL said that the amendment suggested by the hon. gentleman from Halifax had been submitted to the Department, and he learned from them that they quite approved of it, and he had no objection to its insertion in the Bill.

HON. MR. FERRIER, from the Committee, reported the Bill with several amendments which were concurred in.

MANITOBA LAND CLAIMS SETTLEMENT BILL.

THIRD READING.

The House resolved itself into Committee of the Whole on Bill (N), "An Act to extend the limitation of time under the Act forty-third Victoria, chapter seven, intituled: 'An Act for the final settlement of claims to lands in Manitoba by occupacy, under the Act thirty-third Victoria, chapter three.'"

HON. MR. HAYTHONE, from the Committee, reported the Bill with one amendment, which was concurred in.

HON. MR. MACPHERSON—As this Bill has to go to the other House and the session is drawing to a close, I move that the Bill be read the third time presently.

The motion was agreed to and the bill was read the third time and passed.

WINNIPEG AND HUDSON BAY RAILWAY AND STEAMSHIP COMPANY'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, presented the report of that Committee upon Bill (131), "An Act to amend an Act to incorporate the Winnipeg and Hudson Bay Railway and Steamship Company." He explained that the Bill was probably the last which would come from that Committee this session, and asked that the House would receive the report, and concur in the amendments which had been made, and which were the result of a compromise. The report was received and the amendments were concurred in.

HON. MR. GIRARD moved the third reading of the Bill, as amended.

The motion was agreed to and the Bill was read the third time and passed.

The Senate adjourned at 5:40 p.m.

THE SENATE.

Ottawa, Tuesday, 15th April, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

LONDON LIFE INSURANCE CO.

THIRD READING.

HON. MR. ALLAN, from the Committee on Bankimg and Commerce, reported Bill (139), "An Act respecting the London Life Insurance Company," without amendment.

The report was concurred in.

HON. MR. ALLAN moved that the Bill be read the third time presently.

The motion was agreed to, and the Bill was read the third time and passed.

SHORT LINE RAILWAY COMPANY'S LABORERS' CLAIMS.

ENQUIRY.

HON. MR. DICKEY rose to enquire of the Government:—

Whether it is intended to stipulate for the payment by the Short Line Railway Company of all moneys due to sub-contractors, laborers and others on the line in course of construction between Oxford, Pugwash and Pictou, Nova Scotia, before appropriating any subsidy under the railway subsidy resolutions now before Parliament?

He said: This line was undertaken to be constructed two or three years ago, by a Company called the European & North American Short Line Railway Company, a company composed of New York capitalists, men of means, and the work went on for a period, until ultimately it was passed into the hands of another organization, called a construction company, acting under a charter from the New York State Legislature. This went on until they fell in arrears, and about ten months ago this company stopped work, leaving a very large amount due to contractors, laborers and others in connecnection with the road—an amount which may not appear very large to us here who are constantly hearing of and dealing in millions, but of very considerable importance to men living in a country district where thousands are of great consequence. The amount reaches some $60,000 or $70,000, now in arrear, and since the period I have spoken of no part of that indebtedness has been paid. The consequence may well be imagined. It has resulted in great distress to many people who relied on this as their sole means of living for a time, and wider results in causing a great many failures along the line through the counties of Cumberland, Colchester and Pictou. I may say that the work has gone so far as to include the grading of a very considerable portion of the line; a large amount of money has been expended, and it is fair to add, as far as I know, that the Government have not paid to the company any portion whatever of the subsidy of $3,200 a mile, to which they would be entitled on completing the work. I have already stated that the persons who were carrying on the work at the time of the stoppage were a construction company, chartered in New York State; but as that company had no corporate existence in Canada it is difficult, if not impossible, for the people to reach it; and the consequence has been that those people are utterly left without redress. But the fact that I have mentioned, that the original company have had no part of their subsidy paid over to them as yet, is an additional reason why the Government, I apprehend, have it in their power to protect the just rights of those people. I can only say that, from the high character of several of the corporators in that company, I have no reason to doubt that they would be, perhaps, the last to take the benefit of those people's work and not pay them; and it is to quiet the apprehension of the people on that score, and to elicit from the Government an expression of opinion that may reach those people, that I take the liberty of putting the question. I am quite sure that I have the sympathy of the House in doing so, and perhaps I am not over-confident in feeling equally sure that I shall have the sympathy of the Government; and if the result of my putting this matter before the leader of the Government is to elicit a favorable reply, it will be a very cheerful message to the people of those three counties.

HON. SIR ALEX. CAMPBELL—I am very glad to give my hon. friend a satisfactory answer by saying that I have seen the Minister of Railways on this subject, and he authorizes me to say that it is the intention to stipulate for the payment of these moneys before the subsidy resolutions now before Parliament are given effect to.

THE LATE ACCIDENT ON THE INTERCOLONIAL RAILWAY.

ENQUIRY.

HON. MR. DICKEY—Before the orders of the day are called I may remind the hon. Minister of Justice that when I called

his attention to the second accident on the Intercolonial Railway near St. Flavie Station he was good enough to say that he would make some enquiry and refer to the matter again.

HON. SIR. ALEX. CAMPBELL—I did so state, and I wrote to the Engineer on the subject but I have received no answer from him. In the hurry of business I forgot to allude to it again, though I met him twice to-day. I will, however, see him again in time to give his answer to-morrow.

WEIGHTS AND MEASURES ACT AMENDMENT BILL.

THIRD READING.

HON. SIR ALEX. CAMPBELL moved the third reading of Bill (120) "An Act to amend the Weights and Measures Act of 1879"

The motion was agreed to, and the Bill was read the third time and passed.

THE PRINTING OF PARLIAMENT.

NINTH REPORT OF THE COMMITTEE ADOPTED.

HON. MR. VIDAL moved the adoption of the ninth report of the Joint Committee on the Printing of Parliament. He said: This report contains the ordinary recommendations for the printing of certain documents and the not printing of others. There is also a recommendation that the binding of Parliament be given to W. McG. Mortimer, in place of A. Mortimer; and the Committee having carefully considered the propriety of placing on the distribution list the names of ex-members of Parliament for the receipt of printed documents, do not think it expedient to recommend such action. These are the only items in which it differs from the ordinary report.

The motion was agreed to.

CIVIL SERVICE ACT AMENDMENT BILL.

SECOND READING.

HON. SIR ALEX. CAMPBELL moved the second reading of Bill (130), "An Act to amend the Civil Service Acts of 1882 and 1883." He said: This is to amend the Civil Service Acts in some particulars which are, perhaps, not very important but which, after consultation with the examiners and other persons who take a lively interest in the matter, it is thought desirable to submit to Parliament. One amendment is to do away with the two examinations now necessary to enable a man to get into the service, and to attain the rank of clerk. There are two examinations, one preliminary the other qualifying. It is proposed to retain the preliminary with reference to messengers and the inferior class of servants in the employ of the Government and to do away with it as regards clerks, the qualifying examination covering and embracing the other; so it is not necessary that they should undergo a second examination when the one includes all that the other does, besides what it contains itself. What is now the preliminary examination will therefore be retained, but retained and applied only to messengers, packers and that kind of servants. The qualifying examination will not apply to them but will be the only examintion for clerks. There are other changes affecting promotion. The first section provides for the appointment of a clerk having a qualifying examination certificate, to assist the Board, at $600 per annum. The clerical portion of the duty is now performed by one of the examiners, and I apprehend that it is more than he can do. The second section only divides the preliminary and qualifying examinations, with the classification of employes having to undergo such examinations. Under the existing law all applicants had to undergo the preliminary examination. The amendment will dispense from preliminary examinations all applicants for clerkships. The House understands that the second examination includes all there is in the preliminary one. The third paragraph of the fourth clause provides that promotion examinations shall be on subjects determined by the Department, for the requirements of the Department, instead of on subjects determined by the Board of Examiners, after consultation with the deputy-heads. In some departments the officials need very special knowledge, as for instance the Inland Revenue Department; they re-

quire a character of knowledge not needed in the other Departments, and not necessarily possessed by the officers of other Departments; and the same is true with regard to some of the other Departments. There are some exemptions from examination already, and it is proposed to increase the number. They now apply to barristers, surveyors, and some other classes of people, and it is proposed to extend these exemptions to engineers (military or civil), officers of Canadian artillery, graduates of military colleges, and excisemen having special class certificates, those exemptions only applying in case of employment or promotion in the lines of their respective professions. That is a point which needed the attention that we have given to it. In some of the Departments, it was thought that a man who was, we will say, an attorney, because he was an attorney might receive promotion without the examination to which another person not an attorney would be subject, although the promotion was not in the line of his profession. Suppose, for instance, he was a book-keeper; it was thought he might be promoted to a grade above that because he was an attorney. There was no sense in that, and we have limited the exemptions to cases of promotion in the line of their profession. For instance, if in the Department of Justice an attorney wishes to be promoted, the service is in the line of the law and he need not be examined, and in fact the examiners would not be able to examine him. So it is with surveyors in the Department of the Interior. If they are to be promoted in the line of their profession, it is well that they should be exempted from examination, but it is only in seeking promotion in that line that they are to be exempted. There has been some difficulty about medical certificates. It is proposed that medical certificates must be from an authorized medical practitioner appointed by the Government. The sixth section exempts from examination the inspectors of weights and measures in the same manner as collectors of customs and city postmasters.

Hon. Mr. ALMON—Would it not be well if the Minister could make it clearer, that the graduates of the different universities having charters from the several Provinces should be exempt from the examinations to which he alludes? I think if a man has the degree of B. A., from a chartered university, he ought to be admitted to the service without examination.

Hon. Mr. DICKEY—I am very glad to find on reading this Bill that it proceeds in the direction of relaxing these rules with regard to competitive examination, and we may indulge in the hope that still further experience will convince the Government that they have gone quite as far as they ought to go in this direction, and that the proper progress would be perhaps quite another way. It is for that reason that I hail with satisfaction the amendment which is proposed with regard to the promotion in this Bill. Under the old Act promotions were to be made after the subjects for examination had been fixed by the Board, without any reference to the position of the party, whether he had been in the service or not. I do think after a person has passed a preliminary examination, and a qualifying examination, and has, besides passing those ordeals, had the advantage of experience and administrative training in a Department, that it is, I was going to say, almost absurd to require, when he wishes to advance another step, that he shall be put in the same position as a young man fresh from college who may, perhaps, be more familiar with certain subjects than this man who has been in the service of the country for a term of years and may have ceased to be familiar with such subjects. That he should be required to start afresh and be subject to such examinations as a Board may think fit to fix for him seems hardly proper. I do think there is a wise discretion left with the Department to fix the subjects, and only those subjects on which they desire a candidate for promotion to be examined. That is all I have to say on the particular provisions of the Bill. I should like to make a suggestion—and I am quite aware of the risk I run in suggesting changes in Government Bills, but I shall not be deterred by that consideration from doing what I conceive to be my duty. If the Minister will look at the 6th section I think he will find that it requires correction. It is as follows: "Sub-section three of section thirty-four of the said Act of 1882, as amended by

section six of the Act of 1883, is amended by adding after the word 'collectors' the words 'inspectors of weights and measures.'"

Now the thirty-fourth section of the Act of 1882, which is referred to here as being amended, was repealed by the Act of 1883, and section six of the latter Act was substituted for it altogether. Therefore the clause, as it reads now, would create confusion and be without meaning. It should read, as I apprehend, that "sub-section three of section six of the Act of 1883 be amended by adding, etc."

HON. SIR ALEX. CAMPBELL—I think it is most likely that my hon. friend is right: I am much obliged to him, and when the Bill is in Committee we will put that clause right.

HON. MR. HAYTHORNE—I think it is to be regretted that certain papers which were before the Printing Committee at an earlier part of the session have not been handed to members now, because we should have come to the discussion of this measure with more material to form our judgments on: those were the examination papers which have taken effect during the last twelve months. I saw them in manuscript, and I understand that orders were issued that they should be printed. They give a synopsis, and some of them, in fact, give the details of the subjects upon which all the candidates were examined, with their results. I think that those papers would have enlightened us on this question very much indeed. It seems to me that the success or failure of the Civil Service Act mainly depends on the fairness of those examinations; and as far as I can learn there is some cause of complaint on that score. I may be misinformed, but I understand that when the examinations are made by written papers these papers are not returned to the candidates. I believe that the universal practice in all college examinations is to return to the candidates their examination papers, with the number of marks that their papers have earned. In that way every candidate who is examined will know exactly how he stands, and if he finds that justice has not been done to him he has a remedy by way of appeal. But in those examinations I cannot learn that the papers are returned, with the number of marks upon them, indicating their value to the candidate. Much might be effected in that way to render those examinations more just and equitable than they are now. Another point, to which I think attention should be called, and which I had hoped to see in the Bill is this: in the former Act deputy-heads of Departments are able to give to the candidate who, they judge, is more than usually competent for the service, eighty marks in excess of those he has earned. I believe that to be an unfair principle. Several candidates under examination may have answered the questions quite as well, but if one of them is able to get from the deputy-head eighty marks that the others cannot get, they will be at a disadvantage. No doubt the Minister may be able to give very good reasons for it; but on the face of it it is manifestly unfair, and if fairness is not at the bottom of the examinations, and if the previous education of the candidates had been such as to qualify them in all respects for the Civil Service, we would have very few incompetent men coming up for examination. I think there was something in what my hon. friend said as to subjecting older members of the civil service to examinations, because it is obvious that those who have come fresh from recent studies of all those subjects which are taught in the colleges and schools, naturally have a freshness of information on those subjects that a man who may have been engaged at a desk for many years had not. In that way the young man has the advantage over another who may be an experienced civil servant. It is rather late in the session now to expect anything of the kind, but if the subject should engage the attention of Parliament again, I do hope that the absolute fairness of those examinations will be provided for, so that there will be no chance of one candidate obtaining any advantage in his examination over any of his fellows.

HON. SIR ALEX. CAMPBELL—I think there is no danger of anything of the kind as matters now stand. The examinations are conducted by written papers. The persons desiring to be examined are not allowed to have intercourse with each other, and I cannot imagine that the decisions of the examiners are biased in any

way. For the most part they do not know any of the persons who come up before them for examination, and even supposing they did it is not likely they would go the length of showing any favoritism—I do not know even that they have the means of doing it if they were so inclined. They are gentlemen of high character who have no object in favoring one candidate more than another. I do not know whether my hon. friend from Amherst is aware that the examinations for promotion are not upon scholastic subjects, but rather on technical subjects, and on qualifications that may be necessary in the Department in which the candidate serves. Therefore the inequality which the hon. gentleman pointed out as between those candidates fresh from schools or colleges, and candidates who are being examined for promotion, does not exist in any great degree. Part of the examination for promotion is perhaps on subjects with which a young man fresh from college would be more familiar; but the pith of the examinations for promotion is upon qualifications which go to help a man in his office.

As to returning the examination papers, I do not think that is ever done in colleges. It might be done in these examinations without much difficulty. I do not know that my hon. friend is aware that the names of the successful men are published in the *Gazette*, or sent to the Government. Printed lists of the successful men are sent to the Government, so that we know who have passed, and have shown themselves to be the best men. To return the examination papers might be possible; I do not know whether it is generally done or not, but I will take care that it is considered.

HON. MR. DICKEY—I am not familiar with the mode of procedure or the subjects of those examinations, but I merely drew a contrast between an examination fixed by the Board of Examiners, and the examination for promotion on subjects fixed by the head of the Department and the deputy, they knowing very well the subjects on which the candidate ought to be examined, and on which he ought to be proficient to be useful to the Department.

HON. MR. POWER—I do not think my hon. friend from Prince Edward Island is altogether rightly informed if he thinks it is the general practice to return examination papers to candidates after the examinations are closed. I do not think that is the rule. It may be done in exceptional cases, but it is not the general rule; but it is the general rule whether a candidate has failed or succeeded to let him know how many marks he has earned in each subject, and on what subjects (if any) he has failed. It is usually possible, I think, if any unfairness is suspected—that is by the friends of any candidate—to inspect the papers, and to see whether the action of the examiners has been fair or not. I do not say that this is the rule observed in all cases, but it is a rule that is observed in a good many cases. As far as one can gather, I think that generally this Bill is calculated to make an improvement in the existing law with respect to the Civil Service; but there are one or two points in which the Bill alters the existing law, in my humble judgment, not for the better. One case is in the sixth clause. That clause makes an addition to the officers who may be appointed without any examination. I took the liberty when the previous Bill was before the House last year, of calling the attention of the Minister of Justice to the fact that city postmasters and collectors of inland revenue were officers who required, perhaps more than most other officers, to be qualified for their position. They require experience in their departments to enable them to supervise the work of their assistants, and they require a technical or special education to enable them to understand thoroughly everything that is going on in the departments under them. I regret to find now that the Government are proposing to go still further. Last year they went beyond what they did in the Act of 1882, and now they are going still further in the direction of exempting officers from the operation of the Act. I must express my regret at that. I have always entertained views similar to those of the hon. member from Amherst with respect to promotion examinations. I think, while it is perfectly right and proper that there should be an examination for admission to the Civil Service, that examinations for promotion afterwards are very apt to operate unfairly. While it may be that the number of literary subjects in

which the promotion examinations are held is not large, still I gather from what the Minister of Justice has said that some of the examinations are of a literary and not of a technical or Departmental character. As the hon. gentleman from Amherst has pointed out, an experienced public servant is at a great disadvantage with a candidate fresh from school in an examination of that sort; and I go further than that and say, that even in a technical examination a young man under 22 has a great advantage as compared with a man over that age. The hon. Minister is probably aware that it has been proved by statistics that the capacity for passing examinations diminishes after the age of 22. The matter has been investigated in England, and I believe that that is the result of the enquiries; and I can readily understand that an old and very efficient public servant would be placed at a great disadvantage by being put into competition in a promotion examination with a youth who had been perhaps only a year in the Department. I hope that the Minister will consider that point before the Bill goes to Committee.

Then, while sub-clause three of section four of this Bill may appear to some hon. gentlemen, as it did to the hon. gentleman from Amherst, to be an improvement, I think that it is questionable. The law as it exists provides that those promotion examinations should be in such subjects, as, after consultation with the chief officers of the Department in which the promotion is to be made, may be decided upon by the Board as best adapted to test the fitness of the candidates for the vacant office. Now the examination is to be on "such as, by report of the deputy-head of the Department in which the promotion is to be made, concurred in by the head of the Department, shall be submitted to the Board as best adapted to test the fitness of the candidates for the vacant office, such subjects being determined according to the requirements of each Department and of each branch thereof."

I think that the latter part of that clause is very good, that such subjects should be determined according to the requirements of the Department, and of each branch thereof, but I also think that the fixing of the subjects of the examination should be left with the board, and not with the deputy-head. The deputy-heads of the Departments are, I presume, very good officers; but I do not know that they are always the best authorities as to what the character of examinations should be. The deputy-heads are like other people, only mortal — just as Ministers are mortal. Deputy heads may have favorites, and this sub-clause puts it in the power of the deputy-head to select such subjects for examination as the man or men he is interested in will be best able to succeed in, and in that way there is an opening made for unfairness in the examinations. The Minister knows how ready people are in such cases to suspect that there has been some unfairness, even when there is none intended; and in order to avoid any suspicion of favoritism on the part of the deputy-heads, it would be better to allow the subjects of those examinations to be fixed by the Board of Examiners after consultation with the deputy-heads, and the heads of the Department.

HON. SIR ALEX. CAMPBELL—The points raised by my hon. friend from Halifax no doubt deserve great consideration, and when the Bill is before committee we will endeavor to give them that consideration. I think the explanations I will be able to give will remove some of the apprehensions under which he labors. The hon. gentleman suggests that the deputy-heads should not be allowed to arrange the subjects for promotion examinations; and that it should be done by examiners.

HON. MR. POWER—By the Civil Service Board?

HON. SIR ALEX. CAMPBELL—We have no Civil Service Board except the examiners, and how are the examiners to know the requirements for the service in the Department of Interior, for instance, or the attainments which go to make a good officer in the Department of Inland Revenue? The deputy-head has the knowledge and experience that enable him to say what are the necessary qualifications of an efficient officer. There are a great many clerks to be examined, and the hon. gentleman cannot fancy that the deputy-head would lay down special subjects for examination, with reference to any single individual. He is laying down

the subject for the period of time, for one year, or two or three years, and it would not be likely he would submit them merely for one or two men to pass an examination. The hon. gentleman may say—shut the door against it altogether, but if we do we will lose the advantage of having the subjects revised by the deputy-head, who is, above all others, the person who is best able to say what are the proper subjects for examination for the particular service he is charged with.

HON. MR. POWER—It may be done on consultation, with the examiners, with the deputy-head.

HON. SIR ALEX. CAMPBELL—There is a difficulty on that point, as the examiners go more into scholastic subjects, while the deputy-head would recommend technical and special subjects for examination. The proper way is to allow the man who has to judge of the requirements of an officer, and who will be most benefited if the qualifications are good, or most hindered if the qualifications are not sufficient, to say on what subjects the candidates for promotion should be examined.

The motion was agreed to, and the Bill was read the second time.

INDEPENDENCE OF PARLIAMENT ACT AMENDMENT BILL.

REPORTED FROM COMMITTEE.

The House resolved itself into a Committee of the Whole on Bill (111) "An Act respecting the Independence of Parliament Act, 1878, 41st Vic. Cap. 5."

In the Committee,

HON. SIR ALEX. CAMPBELL said: This is a Bill to amend the Independence of Parliament Act, and deals only with members of the other Chamber. The first amendment is to provide that a person holding any of the offices mentioned in the Act shall not be disqualified from holding his seat in the House of Commons if such office does not carry with it any salary, fees, wages, allowances, emoluments or other profit of any kind that may be attached thereto. I move the adoption of that clause.

HON. MR. POWER—The Minister said he would make an explanation in Committee as to the necessity for this legislation.

HON. SIR ALEX. CAMPBELL—As regards this particular clause it is considered desirable on general grounds that a member of the House of Commons may sometimes discharge services, such as have been talked of a good deal, without losing his seat. Occasions have been mentioned where members of Parliament have rendered valuable service to their country under such circumstances: among the cases cited are those of Mr. Gladstone, Lord John Russell, Lord Castlereagh and others, Disraeli when he went to Berlin, Sir Stafford Northcote at Washington, and Sir John Macdonald himself, at the time of the Treaty of Washington. These are appointments by the Crown for special purposes, and if, by reason of an allowance being given the person who fills such an office with great advantage to the state, he forfeits his seat, it is inconvenient, and it is proposed to remedy that difficulty. The second clause refers to the case of Sir Charles Tupper; but where is the use of explaining that when my hon. friend understands the subject so well?

HON. MR. POWER—It is always pleasant to hear my hon. friend's explanations.

The motion was agreed to.

On the 2nd clause,

HON. SIR ALEX. CAMPBELL said: The second clause has reference to the case of Sir Charles Tupper. The House is no doubt aware that a Committee of the Whole in the House of Commons resolved that he had not exposed himself to the loss of his seat in any way: that he still retained his seat for Cumberland, but still, as a matter of precaution—extra precaution perhaps—it was thought better to submit this Bill to Parliament.

HON. MR. POWER—I presume that strictly speaking, according to parliamentary etiquette, it would not be proper for this House seriously to amend a Bill dealing only with the position of a member of the other Chamber, and therefore I do

not propose to move any amendment to this Bill; but I think, at the same time, when we are passing a measure of this sort, which is somewhat unique in its character, there is no reason at all why members of the Senate should not take the liberty of expressing their opinions on the subject. I think I have described this measure when I say that it is unique; and I think the position of the officer to whom this clause refers is also unique. The subject, as the hon. Minister of Justice has said, was gone into very thoroughly in the other House, by leading members on both sides who had investigated the subject very carefully, and found no case at all parallel or similar to this of Sir Charles Tupper. There is one view of the matter—I do not know whether it was dwelt on in the other House or not—which I think is of some consequence. The fact that it is necessary to alter the Independence of Parliament Act, and to make special provision for indemnifying the Minister of Railways, or the High Commissioner, which ever character we may choose to regard him in, shows that there is something exceptional and remarkable in the action of the Government, and in the position of that gentleman. It has been said there was no reason why the High Commissioner, if he did not take any salary for discharging the duties of the office of High Commissioner should not hold it. It seems to me that there is a very substantial reason, and that is, that while the Minister of Railways is in England discharging the duties of High Commissioner, he is absent from his office here as Minister of Railways, and the consequence is that the office must suffer, that is if the office is a necessary one; and, if the important interests which are committed to the care of the Minister of Railways and Canals are to suffer, as they must suffer, owing to the absence of that officer from some time in the Spring until late in the Autumn, just at the season when works are going on on the railways and canals of the country, why is it necessary that that officer should retain the position of Minister of Railways and Canals? It seems to me that if the Minister takes the ground that there is no other man in the Conservative ranks who is fit to fill the office of Minister of Railways and Canals efficiently, then that is a confession of poverty of intellect and ability in the Conservative ranks, that rather surprises me.

HON. MR. PLUMB—Better take in some from the other side.

HON. MR. POWER—I was about to suggest, when the hon. member from Niagara interrupted me, that we had here in our House, sitting in the chair occupied by that hon. member, a gentleman who, I have no doubt, is quite capable and would be perfectly willing to fill the office, and would probably fill it with great acceptance to the members of this House and the country at large. I cannot understand, as I said before, why the Government should assume the position that they do. If no one but Sir Charles Tupper is fit to fill the office of High Commissioner properly, then why not appoint Sir Charles Tupper and pay him the salary of High Commissioner, and let him stay in London the whole year to discharge the duties of that office properly; and not do as was done last year, allow him to remain in London five months and then, when—as any one who knows anything about the office must know,—the business of the Department is all in train, and requires his presence, take him away from there, and bring him here and put him into his office of Minister of Railways which has probably got all out of order and deranged during his absence, and keep him here five or six months until things get all wrong in London? It comes to this, that, however uncommon a man, or however able Sir Charles Tupper may be, it is quite clear if he is part of the year here and part of the year in London, that the two offices which are so exceptionally bestowed on this favored knight must suffer. The Prime Minister is a gentleman with a strong sense of humor and very fond of classical reading and allusions, a taste which is shared, I believe, to some extent by the Minister of Justice. I should have liked to have heard the First Minister bring his reading to bear a little upon the position in which he has placed his distinguished subordinate. I can imagine that if he went into the classics he would probably be reminded a good deal of the old legend of Proserpine and her mother. He might fancy that the Minister of Railways was the maiden who had been carried off

by Pluto, and who had to remain three months of each year in his dismal kingdom. In this case, Parliament and Ottawa would be Hades. During the other nine months of the year the daughter spent her time with her mother in the pleasant Sicilian fields. I presume that in this case London would represent Sicily. I think if the right hon. gentleman had a turn for another kind of study he would probably be reminded of the mermaids, who are part fish and part human—though I do not know which end of the animal would be called fish in this particular instance.

HON. MR. DICKEY—Thereby hangs a tale.

HON. MR. POWER—The Prime Minister might also be reminded of those fabled creatures, the centaurs, which were half horse and half man; or he might be reminded of the double-headed Janus, with one face looking in one direction and the other in an entirely different one; the one face being the High Commissioner's and the other that of the Minister of Railways. I regret that I have not the facility for expressing myself which some hon. gentlemen possess, or I should like to dwell a little longer on this rather interesting aspect of the subject. I hope, however, when Parliament meets again, that this extraordinary and abnormal condition of things will have ceased, and that we shall have a gentleman who is either all High Commissioner or all Minister of Railways—and that we shall not have the double-headed Janus which we have just now. While on my feet, I may make a further remark: It is, that the presence of the Minister of Railways in Canada is particularly necessary during the next few months. There are a number of very important railway works about being undertaken, the Canadian Pacific Railway Company need to be supervised, as they are expending an immense sum of money; and a Bill, which is just now passing through the other branch of the Parliament, provides for the expenditure of a great many sums on a great many different roads; and therefore it seems to me if ever there was a time when it was absolutely necessary that the Minister of Railways should be here in Canada attending to his duties, that time is the present.

HON. SIR ALEX. CAMPBELL—Hear, hear.

HON. MR. POWER—I think it is an unfortunate time to select for allowing that important officer to leave Canada and go to London—

HON. SIR ALEX. CAMPBELL—That is not the intention.

HON. MR. POWER—I am glad then, if what I have said has had the effect of bringing out that statement from the Minister; because it has not been made anywhere heretofore, so far as I am aware. I think the impression left on the minds of members in the other House, was rather the other way, but it is satisfactory to know that we shall have the continued presence of the Minister of Railways here. My hon. friend from Niagara suggests another thought. In the course of his poetical reading, I have no doubt that my hon. friend has made himself pretty familiar with Scottish song; or if he has not, the Minister of the Interior must be quite familiar with that subject. It has occurred to me that the Canadian Pacific Railway Company would be pretty much in the position of the Loyalists who lamented their prince across the sea, and who sang —as I can quite imagine the Canadian Pacific Railway Company singing last summer—

> "Bonnie Charlie's noo awa,
> Safely o'er the friendly main."

Then, I can imagine them, when difficulties began to crowd around their path in the Autumn, and the Minister of Railways, who has always been their strongest and most effective champion, was badly needed here—I can imagine them crying to him "will ye no come back again?" I hope the hon. Minister in question will settle down to his duties as such during the current year; and if it suits him and the Government better that he should be High Commissioner in London, then I hope he will be High Commissioner alone, and receive the salary of that office. I wish to make one further remark in reference to this Bill and the circumstances which have rendered it necessary. Although it

has been stated that the Minister of Railways as High Commissioner has received no salary or income; yet he has received large sums, which have saved him money, so he has practically received a salary or income or allowance,—and I would like to know from the Minister of Justice whether Sir Charles Tupper has not continued all the time to receive his full salary as Minister of Railways.

HON. SIR ALEX. CAMPBELL—So I understand.

HON. MR. POWER—Then I fail to see how it can be contended that he is working for nothing in England; he is exempted here from the discharge of the duties of Minister of Railways for which he received the salary of $7,000.

HON. MR. MACDONALD (B.C.)—He is not drawing two salaries.

HON. MR. POWER—I know perfectly well he is not, in one sense; but when he goes over to London he draws his salary at the rate of $7,000 a year, for services which he is not performing, and he receives an allowance at the rate of $5,000 a year, which makes his whole salary $12,000. A sum of $5,000 was paid in lieu of rent and taxes, and the expense of moving his furniture to London was defrayed; that comes in all to about $6,000, which is a very considerable sum when added to the salary of the Minister; and I was going to ask the Minister of Justice whether now that an amount of some $42,000 appears in the estimates of this year for the furnishing of the hon. gentleman with a residence in London, which will be commensurate with and suitable to the dignity of the position which he occupies for a portion of the year—whether it is proposed by the Government that a sum of $5,000, which has been allowed to pay for house rent and purposes of that sort, will be either withdrawn altogether or diminished; because rent will not have to be paid now—or whether this country is to pay for the dwelling of the High Commissioner, and then to pay this allowance which was originally made in lieu of rent and other expenses. Would the Minister be kind enough to tell me what the intention is?

HON. SIR ALEX. CAMPBELL—In the first place I think I had better make clear what (if he will allow me to say so) my hon. friend seems to be a little confused about—that is the object of the Bill. As I understand the hon. gentleman, he suggested that it was to make arrangements for this system being kept up in perpetuity. I deny that that is the object of the Bill, and may say that it is to remove any possible doubt and to make the matter right in the future, in case of a person being employed in any particular service of value to the State; but it is not proposed to make an arrangement in perpetuity for the Minister of Railways being here and being there also. The object is to remove any difficulty or doubt which may have been created by Sir Charles Tupper being in England and retaining his position of Minister of Railways as well; it is not however intended that that should be the normal system of things or that we should go on doing it. Then, with reference to the second question the hon. gentleman puts, as to the $5,000,—I should apprehend that, the house being purchased, that sum would be diminished, though I do not know that it would be proper or just to deprive the gentleman who would fill that office, altogether of any additional allowance. The hon. gentleman forgets that had Sir Charles Tupper been in Canada during last summer, his salary would have been at the rate of $10,000, but as it was he only had $7,000. If he had gone as a stranger, or if any hon. gentleman of this House had been appointed to that position he would have had his removal expenses defrayed for him, as was done in the case of Sir A. T. Galt. Then again, the hon. gentleman must remember that the salary is a very small one with which to keep up in London a large agency, in such a way as to be of service to the country. A man who simply goes to an hotel or lives as we should, if we went there privately, cannot keep up the position, acquaintances and hospitality, and so exercise those influences which enable a man to discharge his duties towards those Canadians who should go over to that country. All that requires some allowance. In making remarks upon a subject of this kind one should keep in view the fact that to send a man over there for certain purposes, he

can only discharge the duties placed upon him, by having such sum allowed him as will properly maintain his position there and place him relatively on the same footing as others occupying similar positions, to enable him to do as they do and live as they live. Only in that way would he be able to exercise that kind of influence which would be expected from one who is an agent for a large Dominion or a small State, as it necessarily implies a certain amount of expenditure. Ten thousand dollars a year is not enough for that purpose, and it is not certainly too much to ask that some allowance should be made in addition, though I apprehend this five thousand dollars will be considerably diminished.

The second clause was adopted.

On the fourth clause,

HON. SIR ALEX. CAMPBELL said: There seems to be some mistake about this clause; it would almost appear to have been printed in this Bill in mistake, as it refers to the care of arms etc.

HON. MR. POWER—If the Minister will allow me, I can explain that to the Committee. A member of the House of Commons, the hon. member for Montmagny, held a captaincy in the Militia, and received certain sums in addition to his pay as captain, for the care of arms and for drill instruction. It appears that a suit has been brought against him, on account of his doing so, and this provision is intended to meet his case, and others of that sort.

HON. SIR ALEX. CAMPBELL—After the clear explanation of the hon. gentleman from Halifax, I presume I need not add anything, and will simply move the adoption of the clause.

HON. MR. ALMON—I have understood there was a deputation sent from the other House to look into the workings of the Temperance Act in Maine. They devoted themselves to that object, and they were paid by the House, yet they did not forfeit their seats for doing so; perhaps I am misinformed about this, but I have heard such was the case. I might also here refer to the fact that Mr. Vail went home as the agent of the Nova Scotian Government, and received $2,000, though he was only absent about three months. My hon. colleague from Halifax will doubtless correct me if I am wrong, but I do not think Mr. Vail did anything for it, and I just mention the matter as showing the expense of living in London. If it cost Mr. Vail, by himself, $2,000 to pay his expenses for three months, surely Sir Charles Tupper with his family, and keeping up some style, seeing people, etc., could easily spend $5,000. I have no doubt Mr. Vail did not put any of the amount he received into his own pocket, and it only shows the expense of living in London.

The 4th clause was adopted.

HON. SIR ALEX. CAMPBELL moved that the Committee do now rise and report the Bill.

HON. MR. DICKEY—Before the Bill goes to the Speaker I would like to congratulate the Committee and the House upon the pleasant spirit which animates us all in regard to this Bill, at the close of a long and weary session. The hon. gentleman from Halifax has treated it in a very jocular spirit, and I am glad to see him approach it in that way. At the same time I really thought he was about to move an amendment for the protection of this House. After the expressions of opinion that fell from him I really had hoped that he intended to suggest an amendment which would enable Senators as well as members of the House of Commons occasionally to go to Washington, to the Ionian Islands or to a Berlin Conference, if necessary, and in that way make room for some of us who are rather more ambitious than others, to distinguish ourselves abroad. But, speaking seriously on this Bill itself, I think it must be conceded that the measure would not have been put before us at all had there not been a doubt about the law. The object of this Bill, however, is to remove those doubts. Speaking for myself, I never had a doubt upon the effect of this Act upon the particular gentleman whose name is mentioned in this Bill, because the object of that legislation was to prevent a member of the House of Commons, while a member there, from taking a salary or emolu-

ment from the Government of the day, and so preventing himself from acting an independent part in Parliament. That was the object of the Bill, and when I found that the gentleman in question took a commission by which he undertook to do those duties without a salary, then I conceive that his position came not within the spirit—and I was willing to contend also not within the letter—of that legislation. Speaking for myself, I am under no particular obligation, as is well known, to support any legislation which would pecuniarily affect the Minister of Railways, or any other member of the Government, except upon its merits; yet at the same time I have not the slightest hesitation in giving my free support to this Bill, because it is conceived in a spirit with which all legislation should be treated here, and that is a disposition to carry out the real object of Parliament in passing the Independence of Parliament Act; and that object I apprehend is in no way affected by this Bill. The fact that the legislation is supposed to affect an individual will not prevent me from acceding to the Bill, because I consider that if any hon. gentleman has accepted office—particularly a gentleman who is not a lawyer—under the impression that he was not violating any Act of Parliament—and it is not made clear that he has so violated—I think he is entitled to indemnity and protection, and for that reason I support the Bill.

HON. MR. KAULBACH—I am very glad that some little discussion has occurred in this place upon this Bill, and I am pleased to find from the remarks of the Minister of Justice that it is not intended that this should be a permanent appointment and that Sir Charles Tupper is not to be removed from here to hold a double appointment for any length of time. Some occasions may arise in which it may be necessary for special reasons that a Minister of the Crown should perform certain functions at a foreign port, or go to Great Britain,—but I think it would be dangerous and unwise to make this a precedent, and I am much better pleased for that reason to know that the services of Sir Charles Tupper will be retained in Canada, as I should be very sorry to find he was to be removed from us for any lengthened period. No doubt this Bill is particularly for the purpose of avoiding difficulties as regards the present position of the gentleman in question, but, as the hon. gentleman from Amherst has just said, I myself never thought that this was an exceptional case, for when the salary is entirely taken away by the terms of the appointment, the case becomes unusual in its character, and there is none such among the many which have been cited in connection with this matter. Therefore I did not consider that, under such circumstances, Sir Charles Tupper did violate the Independence of Parliament Act, and that neither the spirit nor the letter of the law had been broken. It must be admitted that of necessity great expense attaches to the office of our High Commissioner, much greater expense than would be necessary, for instance, in connection with the office of Minister of Railways, and the salary attached to the position of High Commissioner, if expended by the person filling that office, must be held to have been an expenditure in the best interests of the Dominion.

HON. MR. NELSON, from the Committee, reported the Bill without amendment.

The report was adopted.

INDIAN ACT AMENDMENT BILL.

IN COMMITTEE.

The House resolved itself into a Committee of the Whole on Bill (87), "An Act further to amend the Indian Act, 1880."

In the Committee,

HON. SIR ALEX. CAMPBELL said he proposed to substitute the following for clause one :—

"Whoever induces or stirs up any three or more Indians, non-treaty Indians or half-breeds apparently acting in concert—

"(*a*) To make any request or demand of any agent or servant of the Government, in a riotous, routous, disorderly or threatening manner, or in a manner calculated to cause a breach of the Peace, or—

"(*b*) To do an act calculated to cause a breach of the Peace,

"Is guilty of a misdemeanor, and shall be

liable to be imprisoned for any term not exceeding two years with or without hard labor."

HON. MR. POWER asked if this would render anyone who induced or incited the Indians to make any request or demand of an agent for compensation for persons having encroached upon their Reserves, by cutting timber or any other way, liable to the penalty of imprisonment?

HON. SIR ALEX. CAMPBELL said they were not to do it in a riotous or threatening way. The provisions of this clause were suggested by the Superintendent General in view of the trouble last summer in Edmonton, which the Department had good grounds for believing was brought about by evil minded persons inciting the Indians to cause a breach of the peace.

The amendment was agreed to.

On the 2nd clause,

HON. MR. MACDONALD suggested that the punishment by fine and imprisonment of anyone who sells or gives, or in any manner conveys to any Indian in the North-West Territory ammunition or ball cartridge was too severe. How would it affect the Hudson Bay Co. trading posts which were away hundreds of miles from the Superintendent General?

HON. SIR ALEX. CAMPBELL said that the Hudson Bay Co. or any other respectable trader might easily get permission from the Superintendent General to sell ammunition.

HON. MR. POWER suggested that it would be better to authorize some less prominent officer in the Territories to grant the permission. He did not see how the Indians were to live if they were not allowed the use of powder and ball.

HON. SIR ALEX. CAMPBELL said that the clause related only to "fixed ammunition or ball cartridge," and not to ordinary ammunition. However he would let the clause stand and make further enquiries about it.

On the 3rd clause,

HON. SIR ALEX. CAMPBELL said that the object of this clause was to prohibit the celebration of an Indian festival known as the "potlach" dance which was represented as being very demoralizing in its effect on those who participated in it.

HON. MR. MACDONALD explained that the word potlach meant a gift feast. The Indians, on the invitation of a Chief, gathered together sometimes to the number of hundreds at those feasts at which he and his friends distributed gifts in the shape of provisions, blankets, furs and other commodities. Sometimes the dances were conducted in an orderly manner; at other times Indians got drunk, and most disgraceful scenes ensued. At one place Metlakahtlah, the missionary, Mr. Duncan, had succeeded in abolishing the custom entirely. When he went there some twenty years ago, the Indians in celebrating the potlach were in the habit of eating dogs and human flesh in their feasts, but Mr. Duncan had not only succeeded in inducing the Indians to abandon these horrid customs, but had abolished the trade in spirits along the coast for a distance of some seven hundred miles. He had gone so far as to seize vessels that were engaged in selling to the Indians and imprisoned the captain and crew. He first succeeded in Christianizing a number of the Indians, whom he induced to leave the rest of the band and form a village for themselves at Metlakahtlah, which was now a thriving village with a population of one thousand souls, with comfortable houses, good streets lighted with lamps, and church and schools; but he was sorry to say that a churchman—Bishop Ridley—was now destroying all this work out of jealousy. The Tom-anoes dance was a half religious half masonic ceremony, at which young men of the tribe are supposed to be initiated into the mysteries of manhood.

HON. SIR ALEX. CAMPBELL said that the evils which resulted from these potlach dances were described in the following letters, which he would read to the Committee, and which had suggested this legislation:

BRITISH COLUMBIA,
Indian Office,
Victoria, Feb'y. 27th, 1884.

Sir,—I have the honor to enclose copies

of correspondence from Indian Agent Lomas, and Messrs. Doukele and Bryant, Roman Catholic and Wesleyan Missionaries, on the subject of "Potlaches" and "Tamanawas" dances.

I agree with Mr. Lomas, that some legal prohibition is necessary before these habits will cease.

If it be the intention to pass a law for the establishment of Indian councils, these bodies should have the power of stopping the evils complained of.

It is also, in my opinion, desirable that an agent should be empowered by law to prevent the practice of any barbarous customs upon reserves placed under his immediate care. Should you concur in this, I trust that something of the kind may be passed during the present session of the Federal Legislature.

I have the honor to be,
Sir,
Your very obedient servant,
J. W. Powell,
Indian Superintendent.

Cowechan Indian Agency,
Maple Bay, B.C.,
February 5th, 1884.

Sir,—After considerable experience, mature consideration, and consultations with many persons who have the welfare of the native races at heart, I have come to the conclusion that before the Indians of this coast can be permanently benefitted, a law must be passed for the prevention of the foolish, wasteful, and demoralizing custom of "potlatching" and for the punishment of any Indian allowing a Tom-an-oes dance to be held in any house of which he is owner or part owner.

A few years ago I thought that these dances were only foolish imitations of their old savage customs, but now I am convinced that they are:

(1) The principal cause of the decrease of populations.

(2) Of the destitution and misery of the aged.

(3) Of a great deal of sickness and deaths among the children.

(4) Of the indifference to the advantages of education.

(5) Of the neglect of their farms, cattle and horses during the winter months.

The two customs are intimately connected, because without a donation "potlatch" of food a dance is never held—and these dances have been sadly on the increase during the present winter, and many young men have impoverished themselves, and their families, because they had not the moral courage to oppose the customs. Indeed, this want of courage, or inability to withstand the sneers of the old people, always forms one of the greatest drawbacks to the advancement of the native races on the coast.

But in the event of any law being passed, it would be advisable to allow a fixed time for its coming into force, as "potlatches" are, in reality, a lending of a certain amount of property, which has to be returned at an uncertain date, with interest, or rather with an additional amount, which at some future date has also to be returned, either by the recipient, or if he be dead by some of his sons.

Thus young men, themselves opposed to the custom, are often drawn into it, but besides the expenses of the "potlatch," *i.e*, food, firewood, and attendance on the guests, a large amount of property is always thrown away to be scrambled for by the invited guests.

Local traders derive a benefit from these gatherings, and often encourage the Indians to keep them up, forgetting that were these Indians working their lands, they would be a constant source of profit instead of being as now, only an occasional one.

A few days ago I called a meeting of all the leading men of Cowechan Chemainus, and Saanich Bands, on the above subject, and the matter was well discussed, but I regret to say only a few had the courage to stand up and say they would give up both customs, and do their best to influence their relatives to do so. Since that time several others have been to request that their names may be added to this list, and as several of these have had land allotted to them I would suggest that they be supplied with their Location Tickets at once.

Indeed it might have a good effect if only those Indians who give up the custom of "potlatching" receive tickets to their lands.

I have been in correspondence with both the Roman Catholic and Methodist Missionaries in my Agency. Copies of their letters I herewith enclose, that, in the event of the Government seeing fit to pass any law on this subject the views of these persons who are deeply interested in the welfare of the Indians may be known.

I have the honor to be, Sir,
Your obedient Servant,
W. H. Lomas,
Indian Agent.

J. W. Powell Esq. M. D.,
Indian Superintendent,
Victoria.

Cowechan, British Columbia,
2nd February, 1884.

W. H. Lomas, Esquire,
Indian Agent,
Maple Bay.

Sir,—Three years ago a petition signed by the best and most civilised Indians of Cowechan was forwarded to the Seperintendent General of Indians Affairs at Ottawa, praying him to abolish the heathenish practices of "potlatching" and dancing.

In that petition the Indians explained to the Superintendent how dancing was carried

on, by their fellow natives, and how utterly incompatible this practice was with all progress and civilization.

The uncivilized Indians being far more numerous than the civilized prevent the latter from making any by-law to stop the evil and thus render them entirely powerless, and subject to their continual and bitter invectives.

Several of these that had signed the petition not obtaining assistance from the proper authorities, and being daily harrassed and ridiculed by their antagonists, have of late forsaken their aspirations of becoming civilized and returned to a life of vagrancy.

For many years I entertaintd the hope that these heathenish practices would have disappeared as soon as the young people adopted the habits of the whites, and applied themselves to the pursuits of various industries, but now I am sorry to state that many of the young men who for years had improved their fertile lands, built houses and barns on them, and made for themselves and their families an almost independent life have abandoned their farms and become again the adepts of superstition and barbarism.

The evil reached its climax last winter when some of the most prominent dancers insulted some of their Indian chiefs, because they insisted on their subjects assuming the habits of the whites and giving up the savage life of their ancestors.

With a view to ameliorate the condition of the Indians and provide them with comfort and happiness, I respectfully request you, Sir, in the name of the civilized Indians, to beg the Indian Department to have a law to stop the disastrous practice of "potlatching" and especially dancing as it is carried on by the Indians of Vancouver Island.

I am thoroughly convinced that unless stringent measures be taken, every effort will be fruitless; for parents bring up their children in such a way that it is impossible for anyone to inculcate in their minds any moral, social, or industrious knowledge. The only training parents bestow upon their children is concerning the "potlatches" and dances.

During the whole winter, schools are deserted by all those children whose parents attend the dances; when the winter is over they have squandered all their summer earnings and are compelled to leave their homes and roam about in their canoes in search of food, and thus neglect cultivating their lands and sending their children to school. In the summer they leave again for several months, working abroad to earn a few dollars in order to give a dance in the winter, and spend in one winter's night the earnings of a whole summer.

I have lately visited the Indians residing between Cowechan and Nanaimo and in every tribe where dancing is kept up, there was general complaint of sickness; and, alas, how could it be otherwise, when for about two months they hardly take a night's rest, and when they indulge whole days in ceaseless vociferations?

The statistics of last year shew an astonishing decrease in the population; the number of births for instance was about 20 less than in 1882.

Parents being unwilling to provide their offspring with moral training and education, children are naturally led to lead a licentious life, especially when parents are inflamed with a desire of prostituting their girls for the sake of money.

To remedy this evil my humble opinion is that the only means is to check the above causes obstructive of the education of the children viz.: the "potlatches" and dances; for as long as Indians indulge in those heathenish practices it is impossible for them to remain at home; and thus during the greater part of the year there can be no school; and whereas the majority of the Indians are determined not to frame any by-law to counteract the evil, it remains with their supervisors to do so.

It has been thought that clergymen might succeed in abating the evil as they had succeeded in other places. This might have been easy perhaps in former times, before a host of wicked white advisors had settled amongst them, who for the sake of a scanty emolument persuaded the Indians to continue their old customs. The fact that some clergymen who for years labored strenuously to extirpate the evil were powerless to do so here, but were successful in some more Northern sphere is a sufficient proof that the blame is not to be laid to their charge.

Knowing, sir, your desire of promoting the welfare of the Indians under your care, I earnestly hope that you will lend your assistance in obtaining from the Indian Department the necessary means to destroy the evil.

I have the honor to be,
Sir,
Your humble servant,
G. DONCKELE,
Catholic Priest.

NANAIMO, B.C., January 30th, 1884.

SIR,—In reply to your favor of the 24th inst., in which you do me the honor of asking for any suggestions I may be able to offer, respecting the custom of "potlatching" among the Indians on this coast, allow me to say that it is with pleasure that I accede to your request, inasmuch as it affords me an opportunity of conveying through an official channel to the Government the strong and decided opinion which I hold, after a personal knowledge of twenty-six years with our Indian tribes (chiefly on the east coast, and partly on the Fraser river) of what you aptly designate as the demoralizing custom of "potlatching," which, as you say, appears to be on the increase among the Indians of this coast.

My uniform experience, but especially my experience as a Christian missionary in this

Province for the past thirteen and a half years, sustains your view that the "potlatching" customs are demoralizing without a redeeming feature:

1st. As to the individuals, who, in accordance with the well-known habit of giving away absolutely all they happen to possess in many cases, thereby reduce themselves to beggery and distress, but beyond a mere impoverishment, and what is very much worse, physical misery and evils resulting from exposure to the elements in travelling to and from these "potlatches," which they do in their canoes in all kinds of weather, and the debauchery produced by intoxication, in which they often indulge upon such occasions, leaves no doubt as to the personal demoralization which follows these native feasts. Indeed it is well known that at such times knives and firearms are freely used in their drunken feuds, and too commonly with deadly effect. So that what is true of the individual is also true:

2nd. Of the family and the tribe. The impoverishment and dissipation already referred to have a most deplorable effect upon hapless children and aged people, who, in their dependent condition, ought to enjoy the comforts of convenient homes and wholesome food which are denied them, owing to reckless and spendthrift customs which are maintained at these "potlatches."

Improvident habits are, of course, too common among the Indians, but they are fostered sadly too much by the "potlatching" system; indeed, not only the family, but the whole tribe suffers.

For instance, how many times have I appealed in vain to those who have been hoarding up their wealth in order to give it away at the next "potlatch," to assist in some sanitary improvement such as the repair or renovation of their own dwelling-house, or the grading or laying out of some street or road, or the fencing of or supply of conveniences for their local cemetery. What is true in this respect is no less so in any attempt to elevate the natives, intellectually and religiously, for:

3rd. The church and school cannot flourish where the "potlatching" holds sway. In this my experience accords, I doubt not, with others who have had similar facilities for observation. Thus all the objects or advantages to be secured by good government are frustrated by this very demoralizing custom; and as the wards of the Government, the native tribes should be prevented by judicious counsel and Governmental interference, that is, by some kind of paternal restraint, from indulging in their potlatching feasts. Of course my knowledge of the Indian character suggests the danger of attempting any coercive measures. Added to this, the situation of the Government in seeking to suppress the "potlatch" is rendered the more critical by the ill advice and malignant designs of the dissipated class of whites who commonly hover around Indian camps, and from whom the natives are only too ready to take counsel. But I have discovered that the Indians have been advised to rebel against the idea of discontinuing the "potlatch" by respectable traders whose business interests have been temporarily benefited by the potlatches being held in their neighborhood. I could hardly have thought it possible that the good intentions of the Government in seeking to suppress so pernicious a practice would have been discouraged and opposed simply for the selfish purpose of selling a few hundred dollars worth of goods, had not the names of the white traders (one or two) been mentioned to me by the Indians themselves. It is hardly necessary to say that such an adverse opinion to prohibiting "potlatching" was quoted by my Indian informant with approval, as sustaining his view of the unnecessary and unjust interference of the Government, as he termed it, with their long standing customs.

In the presence therefore, of such embarrasing difficulties, it is very perplexing indeed to say just what would be the most advisable course for the Government to pursue in trying to down the "potlatching" system.

In view of the hostility shown to the measure by the chiefs and aged men, who are principally in favor of retaining their old customs, it might not be wise or safe to use any legislative restrictions, at least not at first, but it has occurred to me that by some judicious system of rewards to those chiefs who manage so to influence their respective tribes as to discontinue the objectionable feasts, it might be possible to carry out the worthy design of the Government in the matter so that where coercion might fail, persuasion might succeed. Possibly such a course may have been already contemplated by the authorities, for aught I know; at any rate it is under the circumstances, worthy of consideration. * * * *

I have the honor to be,
Sir,
Yours very respectfully,
CORNELIUS BRYANT,
Methodist Missionary.

HON. MR. GIRARD said that there were many reforms to be made amongst the Indians, but the missionaries would do more in that way than could be done by legislation. He saw that provision was made to punish the Indians who took part in the potlach dances but there was no provision to punish the white men who also attended those dances and who frequently created a great deal of trouble amongst the Indians.

HON. SIR ALEX. CAMPBELL agreed with his hon. friend from St. Boniface that

it might be desirable to provide a penalty for white men who encouraged those dances or took part in them, and he would look over the clause and see if he could not amend it in that direction.

HON. MR. PLUMB said if these potlaches celebrations were merely for the purpose of exchanging goods he could not see how the Indians were impoverished by them.

HON. MR. MACDONALD said that the way it was done was, a chief would invite a number of his friends from another section of the country to a feast at which he would make large gifts of provisions and blankets and other goods; the next year the other chief would invite him and his friends in return and distribute gifts to them, or some other chief would do so. If a law were enacted to suppress potlaching and it could not be carried out it would do a great deal of harm. Supposing at a feast of this kind a policeman appeared and undertook to break it up he would be laughed at by the Indians and he could do nothing against such numbers. A gunboat might be sent to enforce the law but the result would be serious, and it might lead to the commencement of an Indian war. He considered that this reform was entirely work for the missionaries. It was a very curious thing that there was only one missionary in British Columbia who had been successful in stamping out this kind of vice.

HON. MR. ALMON—We should be very careful before we interfere with the religious rites or even the superstitions of the Savages. We all know very well that the mutiny in India arose from a very small thing—from the ends of the cartridges being greased. What would be the effect of a violation of this clause? We would have to put four or five hundred people in jail in a place where there are neither jails nor jailers. It seems to me that such legislation could not be carried out. Supposing a savage were to go to England, and visit Buckingham Palace, and see a number of Highlanders dancing a sword dance in the garb of old Gaul, would he not say that that was as crazy as any potlach he had ever seen? We can imagine him saying "you people put down our potlaches, yet you dance in petticoats over naked swords." I say leave these matters to the missionary and let time work any reformation that is needed. I do not know whether we have had any petitions for the peaceable and undisturbed enjoyment of the potlach, but perhaps they are on the way.

HON. MR. DICKEY—My hon. friend desires to use in this case moral suasion instead of coercion.

HON. MR. ALMON—Certainly.

HON. MR. DICKEY—I think there is a great deal of force in what he says. The Government ought to consider this question carefully before attempting such legislation. It may bring the law of the land into contempt and do more harm than good.

HON. MR. GIRARD—I would suggest that an addition might be made to this clause providing for the punishment of any person who incites the Indians to join these dances, or participates in them himself.

The clause was allowed to stand.

HON. MR. PAQUET, from the Committee, reported that they had made some progress with the Bill and asked leave to sit again to-morrow.

GENERAL INSPECTION ACT AMENDMENT BILL.

REPORTED FROM COMMITTEE.

The House resolved itself into a Committee of the Whole on Bill (128) "An Act further to amend the General Inspection Act, 1874."

In the Committee, on the 2nd clause,

HON. MR. POWER said: I think my hon. friend from Lunenburg probably knows more about the practical working of this law, among the fishermen at any rate, than I do; but the impression on my mind is, that although it does seem very right and proper that the law should be as it is set forth here, and that no deputy inspector should have any direct or indirect

interest in the articles he is allowed to inspect, practically the prohibition contained in the Act and continued in the Bill does not operate satisfactorily. It is very difficult in a fishing village to get persons to act as inspectors or deputy inspectors. You can take a village—I have one now in my eye—where there is a large population of fishermen, and where it is very difficult to get persons who are not interested in the fish, to inspect them ; and there is this thing that the Committee should remember, that while a deputy inspector may be naturally disposed to class his own fish or other article a little higher than it should be, still the sale of the article depends on the honesty and good faith of the inspection, and after a little while—take the article of fish at any rate—the merchants and other dealers find out the men whose inspection is not reliable and will not buy from them. I am not opposing this clause, because I am not sufficiently familiar with the matter to say that the law as it at present exists works very badly, but I have very grave doubts as to the way in which it works. However, my hon. friend from Lunenburg probably knows more about it than I do.

HON. MR. KAULBACH—The law as it stands is violated constantly. You cannot find an inspector of fish or a deputy inspector, at all events in the part of Nova Scotia from which I come, who is not interested in the fishing business, and largely interested in the fish he inspects. It is impossible in places where people live entirely by the fishing industry to get a man who is qualified for the position of inspector or deputy inspector except among those engaged in that pursuit. Even where there is a chief inspector you can scarcely find him qualified for the office unless he is a fish merchant or engaged in fishing himself. I think the evil, as explained by the hon. member for Halifax, will soon cure itself. If the deputy inspector should inspect his own fish improperly it will easily be detected. His neighbors will know it, and he could not follow it up for more than one season without being detected. Therefore the law, although it is a good one if carried out, fails in its effect.

HON. MR. HOWLAN—That is the very state of affairs that this Bill is designed to remedy : every man his own inspector, every man's fish not up to the standard. My hon. friend from Lunenburg says it is difficult to get good inspectors : I say, on the contrary, it is not difficult. The difficulty is that goods go on the market branded a certain quality which are not up to the standard. To remedy that the Government say there must be a Board of Examiners to examine the inspectors, and they must give bonds, etc. Anyone who has a practical knowledge of the fiheries will see that it is not against the interests of the man engaged in the fishing business but directly in his interest to give a character to the fish he offers for sale. Take the case of the fish from Newfoundland, which has recently been discussed in the newspapers. Every man in Newfoundland puts his own brand on his fish : anyone working about the establishment takes a stencil and marks the barrel No 1, no matter what the quality of the fish may be. He has no responsibility ; he does as he is told. To meet just that difficulty this Bill has been introduced. I think it is very proper legislation. If you go to the countries that have succeeded in the fishing trade you will find that they have been most careful about inspection. Take the British fisheries, and what do you find ? Their fish have a very much higher reputation than ours, and why ? Their fish are no better than ours, but they take greater care in the inspection of them, and the consequence is that while our fish sells at from $2.50 to $5 a barrel, the same fish put up in England is worth £3 or £4 a barrel. Why ? The inspection is strict not only with regard to the barreling and curing of them, but even the bung is sealed, under the Scotch inspection law, and that seal is put on like a seal on a letter, and has a number to it in the very same way that we have stamps on our scales under our law relating to weights and measures. Such fish sells from £3 to £5 and sometimes as high as £6 sterling per barrel. Germany is the great market. In the United States there is a fixed inspection law, with a chief inspector who has the power to appoint sub-inspectors, for whom he is responsible. If the general inspector's name should be John Brown, for example, and the name

of the deputy inspector under him should be John Smith, Brown is responsible for the inspection. It is the character thus given to the fish that has made them valuable. If anyone has paid attention to the correspondence in the Montreal papers lately he will find that the inspection that has taken place there of fish from Newfoundland marked No. 1 has shown them to be really only No. 3, and that barrels marked 200 lbs. have been found to contain less than 180 lbs. The fish are thrown in without proper care, as my hon. friend has pointed out.

HON. MR. POWER—The hon. gentleman is putting language in my mouth that I did not use.

HON. MR. HOWLAN—I am not speaking of the hon. gentleman's remarks, as he did not touch the subject; in fact he, himself referred, when speaking, to the hon. gentleman from Lunenburg as one who might know something about it. In this particular case to which I am now referring, several gentlemen of wide experience examined those cargoes of fish from Newfoundland and their report was that the dealers themselves were the inspectors; that a firm largely engaged in the City of St. Johns, Newfoundland, in the fishing business, and who had their fishing stations on the coast of Labrador, sent their own vessels, and the captains of those vessels were made the inspectors. Any person acquainted with the subject knows that the herring fishery is one of the smallest portions of the business, and that after the herring fishing season is past the fish are put away until the close of the season, when they are hurried into the barrels in a careless way, and that has really been the cause of the measure which is now before the House. I say it is in the right direction, and has been proved desirable by the experience of any country which has received any cargoes of those fish.

HON. MR. KAULBACH—I regret that my hon. friend alongside me asked me to express my views on this matter, and that he had not referred to the hon. gentleman opposite. Had he done so, no doubt that hon. gentleman would not have taken umbrage at what has been said; and I regret it all the more, because no doubt he possesses greater knowledge of the subject than I do. But I think the hon. gentleman misunderstood me. I meant to say that I believe that the chief inspector should be responsible for the acts of his deputy and he should be able to know who is fit for the position of deputy inspector But I say you cannot get a deputy inspector who knows his business, and who is thoroughly qualified to say what kind of fish should be No. 1, what kind No. 2, etc., except from amongst those who have been engaged in curing and putting up fish. In the same way, but in a greater degree, the chief inspector should be a man similarly qualified, and you cannot get such a man except among those who are interested in the fisheries themselves and who directly or indirectly are engaged in the catching and putting up of fish. Yet you make a law that no man shall inspect fish in which he has any interest, and I think that law is violated in many ways. I believe that fish deteriorate from the fact of inspection, as the barrels must be opened, and the fish necessarily have to be disturbed and put up again. I know I would not have for my own use fish that had to be packed and unpacked before they were branded. I would suggest that the people should be allowed to buy fish which are not branded, and which are marked "No. 1, uninspected," or something like that, so that people may know they are not fish put up under our inspection laws, and that they must run the risk in buying them; I would have no objection to that. I think, however, that it is unfortunate that we must have an inspection law under which the fish must be opened and put back again, for the result will be that they will deteriorate.

HON. MR. HOWLAN—Let us see how that would work. We will say that a vessel goes from Lunenburg, where the hon. gentleman lives, to Labrador for a load of herrings. If she comes into Canada she must submit her fish to the inspection laws, but if the same fish were brought from Newfoundland, they would not be subject to that inspection. Under such circumstances the Lunenburger sells his fish to the Newfoundlander, and the Newfoundlander brings them in and escapes inspection. It is, however, not the case

that the barrels cannot be safely unpacked and packed again, but what I think the hon. gentleman wants to convey to the House, and, what many other people suppose, is that if you bring fish from, say Newfoundland, where they have been packed in salt water, when you come to pack them in fresh water, you will spoil them. But even that is an exploded idea, for if any hon. gentleman, while in Boston, would only step into any fish store there, he would find that fish are continually put up in fresh water.

HON. MR. POWER—I should like to ask the hon. gentleman to say whether he thinks this Bill provides for the inspection of Newfoundland herring?

HON. MR. HOWLAN—For all herring.

HON. SIR. ALEX. CAMPBELL—Yes, it covers all herring.

HON. MR. POWER—When I do not know much about a subject, I am generally free to admit it; and I think my hon. friend might have allowed my confession of ignorance to pass.

HON. MR. HOWLAN—I would, only that the hon. gentleman said I was putting words into his mouth.

HON. MR. POWER—The hon. gentleman, as I understood him, said "the gentleman opposite," and, as only two of us had spoken, I certainly thought he was referring to me as one of them.

HON. MR. HOWLAN—I mentioned particularly the hon. gentleman from Lunenburg.

HON. MR. POWER—It does not make much difference; but it is just as well to be accurate in these details, as very serious misapprehension sometimes arises from want of accuracy, and if the hon. gentleman from Charlottetown meant only one member, he should have said "gentleman" and not "gentlemen." That hon. gentleman when he knows a little about a subject seems to think that no one else knows anything about it; but it just happens that, although I did not pretend to know much about this question of fish inspection, yet I know something, and what I do know I am pretty sure about. I have had a good deal to do with one very important fishing village—one of the most important in the Lower Provinces—and I know that the attempt to enforce this law will cause very great inconvenience; and I quite agree with the hon. gentleman from Lunenburg in the view that the law is incapable of being enforced. What I wish to call the attention of the Minister to is this fact: That it will be impossible to enforce that penalty of $100 in most of the fishing villages on the Atlantic coast—in Nova Scotia at any rate—and I really think it is better not to impose penalties which cannot be enforced, and which it is not desirable should be enforced.

HON. SIR ALEX. CAMPBELL—Suppose we say not more than $100?

HON. MR. POWER—Yes, I think that would be better.

The clause was adopted.

On the 64th section,

HON. SIR ALEX. CAMPBELL—The only alteration in this clause is the striking out of the words "fish oils," so that they will not come under it.

HON. MR. POWER—Why should they not?

HON. SIR ALEX. CAMPBELL—I understand from His Honor the Speaker that it is to meet the case of the Newfoundland oils, which are generally better than are required. However, if the hon. gentleman will allow the clause to pass, if there is any further explanation, I will be able to give it on the third reading.

The clause was adopted.

On the preamble of the Bill,

HON. MR. POWER said: I wish to call the attention of the Minister again, as I ventured to do on the second reading, to the desirability of abolishing the inspection of Newfoundland herring. Notwithstanding the fact that my hon. friend from Charlottetown seemed perfectly clear on the point that it was absolutely necessary that those Newfoundland herrings should

be inspected, the Chamber of Commerce of Montreal, who may be supposed to know a little about this subject, took a totally different view; and their opinion is that those herrings should not be inspected. They believe that the effect of rendering inspection compulsory will be to drive the Newfoundland business away from Canada and send it to the United States. I have information from the very best authority also to the effect that the operation of the law, it is thought by the merchants of Halifax, will be in the same direction as has been pointed out by a majority of the Board of Trade in Montreal. I hope, therefore, that between this and the third reading of the Bill the Minister will see whether he cannot go further in relaxing the application of the law as to Newfoundland herrings. This omission of fish oils is intended to let Newfoundland fish oil come in without inspection; and my impression is that the interests of Canada would be better served by allowing herring to come in in the same way. I have understood that the matter was engaging the attention of the Minister of Finance and it is possible he may have come to a decision by this time.

The preamble was adopted.

HON. MR. ALLAN, from the Committee, reported the Bill with several amendments which were concurred in.

PASSES ON THE INTERCOLONIAL RAILWAY.

HON. MR. POWER—I wish to give notice that to-morrow I shall call attention to the return which has been laid on the table of the House to-day, and shall ask the Minister of Justice why the return in question does not correspond with the Address of this House, passed on the 1st day of February last.

HON. SIR ALEX. CAMPBELL—Where is the difference?

HON. MR. POWER—I shall explain to-morrow. It does not give the information asked for at all.

HON. SIR ALEX. CAMPBELL—I shall be unable to give any satisfactory answer to the question to-morrow if I do not know what the question is.

HON. MR. POWER—When I moved for the return, I asked that it should be for the past two years—for 1882 and 1883—I think that was all I asked for; some hon. gentlemen, however, thought we ought to have more information, and suggested—I think it was the Minister himself—that we should go back to 1874, and take all the passes from 1874 down to the time of making the order. Well, I informed the House at that time that a return had already been brought down for 1878 and 1879; but at the suggestion of the Minister, I accepted his amendment. And now what is the fact? The return laid on the table, simply embraces the two returns brought down in 1880—the returns which were already down—it embraces those two, but gives nothing more than that; nothing for any time since then, except a certain number of passes that had been issued during January of the present year. It does not give the information that was asked for, in any way. Persons whom I have seen exhibit passes, are not referred to, because, I suppose, they have not got their passes this year.

HON. SIR ALEX. CAMPBELL—Perhaps the hon. gentleman will write me a note, and I will try to find out what the reason was.

The Senate adjourned at six o'clock p.m.

THE SENATE.

Ottawa, Wednesday, April 16th, 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

INTERCOLONIAL RAILWAY INCOME AND EXPENDITURE.

INQUIRY.

HON. MR. POWER rose to call attention to the disproportion which up to the present time has existed, and which in the

near future is likely to exist in an aggravated form, between the receipts from the Intercolonial Railway and the expenditure in connection with that work; and to ask the Government what steps, if any, they propose to adopt, with a view of removing or diminishing the disproportion in question?

He said: Before dealing directly with the subject of my notice, I wish to make a few somewhat general remarks. Hon. gentlemen who are as old as I am, will probably remember that a few years ago Washington was generally known throughout the United States as "The city of magnificent distances." Now, it has struck me that Canada resembles the city of Washington. Canada is a country of magnificent distances; and we here in the "Land of the Beaver" having a more extensive territory than our neighbors, whose emblem is the Eagle, are very apt to think not of our population, not of our wealth, not of our resources or other circumstances of that kind, but to look at the extent of our patrimony without regard to those other circumstances; and it strikes me that the people of the "Land of the Beaver" have—from the continued contemplation of the vast extent of their country: the immense distances that they can travel to the north, west or east without going out of their own territory—become puffed up with a pride which I hope in this case does not go before a fall, although I have my own fears on that point.

HON. MR. PLUMB—Hear, hear.

HON. MR. POWER—I am glad that my sentiments meet with the approval of my distinguished friend opposite who has had large experience in both countries. One consequence of these peculiar circustances is that this country has been too ready to plunge into undertakings which would have caused our neighbors on the south to hesitate. Our people have, since the Union of 1867, and more particularly since the year 1870 or thereabout, when we took in the North-West Territories and later on British Columbia, entered into undertakings involving immense expenditures in the most cheerful and lighthearted way. We have entered upon those undertakings without considering things that ought to have been considered by any reasonable people before they began them.

We have not stopped to consider whether the benefits to be derived from those undertakings were at all commensurate with the expenditures which they necessitated—with the drain on the resources of the country that those expenditures involved; and we have entered upon those expenditures in most cases without sufficiently considering how those undertakings were to be paid for after they had been completed. Then what is perhaps the worst feature of all is that our undertakings have been entered into very frequently in a short-sighted way; we have plunged into expenditures for the purpose of carrying out undertakings which, after a little while, we have found had to be superseded by other projects. We build a railroad, or we build a canal or some other public work of that kind one year, and we find out after a little while that, if we had only stopped to think, there was a better or cheaper way of doing it; and that has been the case to a certain extent with the Intercolonial Railway. Having spent the money and carried the undertaking to completion, we find out that our object could have been attained better in another way; and then we spend money to do it in the other way, thus rendering useless as far as possible the previous expenditure. There may be some excuse for the members of the other Chamber not reflecting as to what the result of this course of action must be; but hon. gentlemen of our mature years, looking at this matter with the calmness of vision that we should possess, must understand and feel that this process cannot go on forever, and that if such expenditures as have been going on for the last few years are continued much longer, bankruptcy will overtake Canada, just as it has overtaken other too enterprising communities before. I think that the time has come when we should begin to consider seriously the future of those great public works upon which we have been spending our money since Confederation and for whose construction and operation we have paid large sums of money, are now paying large sums of money, and will continue to pay immense sums of money; which sums have to be made up by taxing the industries of the 4,500,000 people who live in Canada.

HON. MR. MACDONALD—Who else ought to be taxed?

HON. MR. POWER—I propose to-day to call the attention of the House to the case of one of those works which is now, in my humble opinion at any rate, at a critical period of its history. The Intercolonial Railway was, as all hon. gentlemen know, built at great cost to this country, and is looked upon as being about completed; and as we know now that line is about being, to a great extent, superseded by another line possessing greater commercial advantages. At this crisis, as I deem it, in the history of the Intercolonial Railway, I shall call attention to some facts in its financial history and to its present position and future prospects, and then ask the Government what they propose to do about it.

The Intercolonial Railway was opened for traffic on the 1st July, 1876, but the road was not completely ballasted, and the work of construction was not finished for a year longer. In fact we find a sum of $101,610 for the completion of the line, and another sum of $125,245 for necessary rolling stock charged to capital in the year ending the 30th June, 1878. However, it will be best to look on the road as completed, and the construction account as practically closed on the 30th June, 1877. The construction or capital account, properly so called, up to that date—that is the 30th June, 1877,—was $22,586,245, and the expenditure during the following years on the same account was as follows:—

For year ending 30th June,	1878	$ 408,816 74
" "	1879	226,639 19
" "	1880	2,048,014 60
" "	1881	608,732 80
" "	1882	585,568 79
" "	1883	1,616,632 96
Total expenditure to June 30th, 1883 - - - - - - - -		$28,080,649 38

The total expenditure on capital account, up to the 30th June, 1883, was $28,080,649. The expenditure during the current year, as far as I can gather, is somewhere in the neighborhood of $1,000,000, but I do not make that part of my statement. So far for capital. I next turn to the working expenses of the road, the sums properly chargeable to income. The working expenses have been as follows:—

To 30th June, 1876.....		$5,668,855 25
For year ending 30th June,	1877	1,661,673 45
" "	1878	1,811,273 56
" "	1879	2,010,183 22
" "	1880	1,607,956 70
" "	1881	1,780,353 53
" "	1882	2,080,592 37
" "	1883	2,360,373 27
Total chargeable to income....		$18,981,261 45

I may add that the amount estimated for the year ending the 30th June, 1884, is $2,500,000, and the estimates which have been recently laid on the table, contain a like item of $2,500,000 for the ensuing year. Now, against these expenditures, chargeable to income, we have to set the following sums, received as revenue:—

Up to June 30th, 1876.....		$3,354,879 06
For year ending 30th June,	1877	1,154,445 35
" "	1878	1,378,946 78
" "	1879	1,294,079 69
" "	1880	1,520,310 45
" "	1881	1,777,856 76
" "	1882	2,100,315 85
" "	1883	2,370,921 10
Total revenue to June 30, 1883.		$14,951,775 04

That leaves a deficit of the whole—setting revenue against working expenses—on the working of the road up to the 30th June last year, of $4,029,486.41.

HON. MR. PLUMB—When did that take place?

HON. MR. POWER—I have given the hon. gentleman all the information.

HON. MR. PLUMB—I know, but when did that deficit take place?

HON. MR. POWER—If the hon. gentleman does not listen I cannot trouble the other members of the House by reading over again those columns of figures.

HON. MR. PLUMB—It does not give the information in the form you say even by reading it.

HON. MR. POWER—I can refer the hon. gentleman to the pages in the Public Accounts, where he will find the details if he wishes to verify them. I may say that I take the bulk of them from the large

report published last year by the Minister of Public Works. I got them there in the first instance, and then referred to the pages in the Public Accounts for the different years mentioned in that report; and I am prepared to stand by the accuracy of the figures I have mentioned. The hon. gentleman can satisfy himself on the point by referring either to Sir Hector Langevin's report of last year, or the Public Accounts for the different years, and I can give him the folios if he wants them.

HON. MR. PLUMB—I can find them.

HON. MR. POWER—I like to make the hon. gentleman's mind easy: doubt is an unhappy frame of mind. The deficit on the operation of the road from the time it was opened for traffic up to the 30th June last, was $4,029,486.41. When we add this sum to the capital expenditure up to the same date, $28,080,649.38 we get a total sum, which I think is fairly chargeable against the capital account of the road, to the 30th June 1883, of $32,110,135.79. In round figures the interest on that amount at 4 per cent. would be $1,280,000, but inasmuch as a good deal of the money was borrowed at higher rates I think we may set down the interest which the country is paying on the cost of the Intercolonial Railway—on the amounts paid out on account ot it—at $1,300,000 a year. To sum up, I say this, that the Intercolonial Railway on the 30th June last stood as costing Canada, in round numbers, $32,000,000, involving an annual charge of $1,300,000 for interest; or if we leave out of account the accumulated deficits, the amount chargeable to capital in round figures was $28,000,000, involving an annual charge of about $1,130,000. This fact is an important one to be remembered in our calculations with respect to the Intercolonial Railway: the fact is that first of all Canada has to pay as interest on the cost of that road every year a sum of over $1,100,000. Since 1883, very considerable sums of money have been spent and charged to public account, so the interest is considerable over $1,130,000. The question which occurs to us, and would occur I presume to anyone looking at a matter of this kind in a business-like way, would be whether this yearly sum which must be paid, whether we close this road up or continue to operate it—

HON. MR. HOWLAN—Close it up?

HON. MR. POWER—I am not suggesting that it should be closed up; the hon. gentleman must not try to put a wrong interpretation upon what I say. The question is whether this sum of $1,100,000 which we have to pay at any rate, is likely to be increased or diminished by the operation of the road. That just means whether the road is going to pay its expenses in future or not, and how much it is going to cost us if it is not going to pay its expenses. In reply to that question as to whether that road is likely to pay its expenses or to cost the country something in addition to the interest, I may state, that I have no doubt whatever. I feel certain that, while the road continues to be managed as it has been recently, it will involve a charge on the country. It is a charge which we must bear: the road must be operated: there is no doubt about that. But there are a number of other questions that arise about it. I am now approaching a part of the subject, which may, perhaps, give my hon. friend opposite, something to amuse himself with.

HON. MR. PLUMB—I am always amused by the hon. gentleman's remarks.

HON MR. POWER—So far, I have been dealing with the subject as a matter of history, without any reference to the policy of the previous Government or the present Government. Now, I propose to take up a few points that have to be controverted. Hon. gentlemen here, will all remember that shortly after the installation in office of the present Minister of Railways, a great deal was heard in Parliament and throughout the country generally, about the reduction of expenses on the Intercolonial Railway. There was a certain reduction of expenses.

HON. MR. ALMON—Hear, hear!

HON. MR. POWER—The pay of numerous conductors and other subordinate *employés* of the railway was cut down. Does my hon. colleague say hear, hear to that?

HON. MR. ALMON—Hear, hear—yes.

HON. MR. POWER—I never heard that the pay of any of the higher officers was reduced; but the pay of the conductors and other subordinate officers of the road was cut down to starvation figures, and numbers of the best *employés* on the road were by that reduction driven out of the service of the Railway Department and entered the employ of Railway Companies in the United States; and the loss of those skilled men led to a great may of the accidents which some time ago occurred on the Intercolonial Railway. Every year, as a rule, there was in the Governor-General's speech—I think for two or three years—a congratulatory statement to the effect that the difference between expenditure and income on the Intercolonial Railway was being gradually removed. At last, in 1882, we were told that the great problem had at length been solved, and that the balance of the Intercolonial Railway income account was on the right side. This desirable consummation we were told was due to two causes: one was the admirable system of economy practised on the road, and the other the great increase of business on the line.

HON. MR. ALMON—Hear, hear!

HON. MR. POWER—Due altogether of course to the manner in which it had been managed.

HON. MR. ALMON—Hear, hear!

HON. MR. POWER—It is true, the business of the railway did increase during the administration of the present Government and very naturally.

HON. MR. PLUMB—Hear, hear!

HON. MR. POWER—In the first place the road was only completed in 1877, and the late Government went out of office during the year 1878; and every one knows that during the first year or so of the existence of a road like the Intercolonial Railway, its business is not nearly as large as it will be after the road becomes known, after business people become acquainted with it, and business has found its way into that channel, having first got out of the channels in which it used to run. There is no doubt about that: no matter whether the Government had changed or not, the business of the road would naturally have increased. Then there is not only the fact that the business would increase as the road became known, but there is also the fact that the business on all the other principal railways on the continent, north of Mexico at any rate, increased after 1878. In our own country, as every hon. gentlemen knows, the business of the Grand Trunk Railway increased in quite as great a ratio, I think, or almost as great a ratio as the business of the Intercolonial Railway. Then besides—and this is a point to which the attention of my hon. friend from Niagara and the other gentlemen who take an interest in this subject has not been directed—besides these natural reasons for the better showing of the Intercolonial Railway, there has been a very considerable change in the mode of book-keeping, which has had the effect of transferring to capital account many items which under the former Administration were charged to income.

HON. MR. PLUMB—What authority has my hon. friend for that?

HON. MR. POWER—If my hon. friend will restrain his youthful ardor I will give him the authority in a few minutes. I was just about to give it to him. On an occasion like this, when I submit figures to the House, I think it is only fair and right that I should produce my authority. Beginning with year 1880 and ending with 1883, the last year for which the public accounts are at hand, it will be found that the total expenditure chargeable to income during those four years of the present Administration was $7,829,275.87. The revenue for the same period was $7,769,404.16, leaving an aggregate deficit of $59,871.71. There was an expenditure on capital account during the same period of $4,858,949.15, so that there was a total excess of expenditure over income during that time of $4,918,820.86. That made a yearly average excess of expenditure over income of $1,229,705.21: so that the Intercolonial Railway has been maintained at the cost of an annual excess of expenditure over receipts of nearly a million and a quarter of dollars. My hon.

friend will probably agree with me in this, or, if he does not, other hon. members of this House will agree that the charging of items to capital instead of to income does not remove or diminish the country's liability, but simply alters the time and manner of payment. I hope the House will allow me to compare briefly the expenditure and book-keeping under the two administrations:

The amount charged to income during the year ending the 30th June, 1877, the first year the road was running, was.....	$1,661,673.55
For the year ending 30th June 1878.....	1,811,273.56
Making together.....	$3,472,947.11

From this sum should be deducted a proportion of the amount paid for re-laying the track with steel rails.

In the year 1876, I think it was, Mr. Mackenzie re-laid the whole line of the Intercolonial Railway with steel rails. This relaying cost something over $800,000, and the arrangement was made that this expenditure should be charged to income and spread over a period of four years. That period terminated in 1879, and for 1877 and 1878 there is charged in the Public Accounts for each year a sum of $200,000 on account of those renewals. I deduct those amounts from the expenditure for those two years, because they were fairly chargeable to capital; or if they were not fairly chargeable to capital under Mr. Mackenzie's administration, they were not so chargeable under the administration of Sir Charles Tupper. My hon. friend from Niagara, if he waits a little, will see that those renewals were charged to capital account under Sir Charles Tupper. So that deducting this $400,000, the expenditure for those two years on income account would be $3,072,947.11, a yearly average of $1,536,473.55.

Now I have not included the year 1879 in this statement as being under the regime of the former Government, for this reason, that both administrations were responsible for the year 1879. However for the purpose of argument let us include it. The expenditure for that year was $2,010,183.22. The balance of renewals was $210,674.91, leaving the net expenditure chargeable to income in that year $1,799,508.31, making for the three years ending the 30th of June, 1879, a total expenditure chargeable to income of $4,872,455.42, an average yearly expenditure chargeable to income of $1,1624,51.80. The aggregate expenditure on account of income for the four years ending the 30th of June, 1883, was $7,829,275.87, a yearly average of $1,957,318,96, making a yearly average excess during those four years, over the average yearly expenditure of the previous administration, of $333,167.16. So it will be seen that, even under the item of income and expenditure, the present administration have nothing on which to congratulate themselves. I have said that Mr. Mackenzie closed the construction account with the completion of the Intercolonial Railway. His theory as to the book-keeping of this road was that when the road had once been completed and equipped the capital account should be closed, and thereafter all charges should be to income. A different system has been adopted by his successor. When we examine the details of the expenditure chargeable to capital since the present Minister of Railways and Canals took office, the illusory character of that gentleman's boasted surplus and boasted economy will be more clearly understood. Amongst the items charged to capital in 1879—by the way, I may say that this item is one of those which show that I was perfectly right in saying that it was unfair to debit Mr. Mackenzie's administration with all the charges for 1879—is for the claims of Boggs & Murray, and others, $159,584.71. Now what was the nature of that transaction? When the present Minister of Railways came into office he found that the claim of Boggs & Murray upon the Department was before the Exchequer Court, a very proper place to try the justice of their claim. If their claim was a good one they would get justice from that court, and they would get no more, while the country would get justice. What did the Minister do? He took the claim out of the Court and handed it over to arbitrators, and those gentlemen who would have received nothing, or almost nothing, from the court were paid a sum exceeding $100,000. It seems rather strange that the

administration of Mr. Mackenzie should be debited with an item of that sort.

Passing on to the next year, the year 1880, the Rivière-du-Loup section of the Grand Trunk Railway was purchased, and the amount of purchase money was charged to capital account. That was not a thing to be found fault with. It was a very natural and proper thing to have done; but there is this fact to which I wish to call the attention of the Minister: that in the Public Accounts for that year, there is a sum of $374,435.96 for re-laying the track with steel rails. Under Mr. Mackenzie's administration, as I pointed out a while ago, or under the system of book-keeping which he adopted, that amount would have been charged to income; and if that sum had been so charged to income the deficit for the year 1880, which was as set out in the report of the Minister of Railways and in the Public Accounts, a little over $80,000, would have been over $462,000.

HON. MR. ALMON—Does he charge those rails at what they cost, or what they were worth?

HON. MR. POWER—The hon. gentleman will have to enquire at the Railway Department on that point I presume they were charged at what they cost the Department.

HON. MR. ALMON—That was a little more than they were worth, was it not?

HON. MR. POWER—The hon. gentleman is probably more familiar with the way in which Sir Charles Tupper does business than I am. I presume that the Minister charged them at just what they cost. If my hon. friend knows that they were charged at a little more, he will have an opportunity of saying so.

HON. MR. ALMON—I understand that a lot of those rails were bought by Mr. Mackenzie through his brother Charles.

HON. MR. POWER—If my hon. friend cannot do better than go back to that old story, I am very sorry for him. I know that the Minister who became so agitated in this Chamber a few days ago over a small matter, spent day after day during former sessions in trying to find out something improper in the transaction to which my hon. friend refers, and failed to do so.

HON. MR. ALMON—I wish to ask if those were not the rails that were bought through Mr. Mackenzie's brother Charles?

HON. MR. POWER—They were not bought through Mr. Mackenzie's brother; and this has nothing whatever to do with the question before the House. I was just saying that if the same system of book-keeping was adopted by this administration, which was adopted under the previous administration, we would have had in 1880 a deficit in the Intercolonial Railway account of $462,000 instead of $87,000: and of course the annual average deficit of the Department would have been greatly swollen. Any hon. gentleman who will take the trouble to look into the accounts for 1880 and the following years, will find some singular facts in connection with the book-keeping of the Intercolonial Railway. We find for instance that the salaries of the permanent engineering staff, sometimes wholly, and sometimes partially, are charged to capital account. Any hon. gentleman will see that a thing of that sort is simply intended to mislead; that that kind of book-keeping was intended simply to place the Minister in the position to leave Parliament and the country under the impression that there had been a surplus instead of a deficit in the working of the road, when there was really nothing of the sort.

HON. MR. MACPHERSON—Is the hon. gentleman prepared to say that the salaries of officers charged to capital account were not properly so charged during the supervision of works of construction by those engineers?

HON. MR. POWER—I perceive now what I did not suppose before, that the hon. Minister of the Interior is probably aware of the nature of the transaction. I say that, where the Department of Railways employs a number of permanent officers, who will be employed whether given works of construction are going on or not, and those officers occasionally supervise

those works of construction, it is perfectly absurd to say that their salaries should be charged either in whole or in part to capital account.

HON. MR. MACPHERSON—They ought to be charged properly against the works they superintended, and the hon. gentleman should have more facts at his fingers' ends than he appears to have before he charges the Minister of Railways with attempting to mislead Parliament and the country.

HON. MR. POWER—I have already given one very large item in which the change in the system of book-keeping made a very serious difference in the apparent financial condition of the working of the Intercolonial Railway. I am now pointing out other items. The hon. gentleman may have his ideas about the way in which the books should be kept; other people may have theirs.

HON. MR. PLUMB—And some people may have none.

HON. MR. POWER—Yes, I presume there are people who, like my hon. friend from Niagara, have not any idea. I find that large sums are charged to the Rivière-du-Loup section. I do not allude to the sum charged to the purchase of the road, or for re-laying the line, but to sums charged after the line had been re-laid, and which should not have been charged to capital account at all. Amongst others—and I ask my hon. friend, the Minister of the Interior, if even he will justify this—I find charged to capital in the year 1882 the sum of $168,834 paid for maintenance of way? Now, I ask my hon. friend if he will defend that?

HON. MR. MACPHERSON—It depends entirely upon the circumstances.

HON. MR. POWER—Yes, upon which ministry is in power I suppose. To any ordinary observer, and under any ordinary system of book-keeping, this item would be clearly chargeable to income, and this item alone would change the surplus of $19,000 into a deficit of more than $49,000. In 1883 there was a charge for rolling stock of $628,244. Now I wish it to be understood that that rolling stock is not like the rolling stock which is purchased at the first equipment of the road. The road was equipped with rolling stock in the first instance. Then the Rivière-du-Loup section of the Grand Trunk Railway was purchased by the Government, there was a large sum charged for the necessary rolling stock for that road. I have not found any fault with that; but here we have in the last year charged to capital this sum of $628,000 for rolling stock rendered necessary by wear and tear, and by the increasing business of the road I presume?

HON. MR. MACPHERSON—The increasing business of the road, not the wear and tear.

HON. MR. POWER—The hon. gentleman cannot make the House believe that all that was rendered necessary by the increasing business of the road; because if hon. gentlemen will just look at the figures for the business of the road, they will see that it has not increased in any such ratio as to require it.

HON. SIR ALEX. CAMPBELL—I will tell the House presently the exact principle on which the accounts are kept.

HON. MR. MACPHERSON—The hon. gentleman does not expect that the traffic of a road will pay for the rolling stock in one year?

HON. MR. POWER—Does the Minister of the Interior mean to say that ordinary railway companies, in carrying on their business charge all the rolling stock which they require year after year, to capital account?

HON. MR. MACPHERSON—They adopt just the same system of book-keeping, as the Minister of Justice will explain to the House when the hon. gentleman is through.

HON. MR. POWER—I have no hesitation in saying that a large portion of the expenditure for rolling stock has been rendered necessary by the foolish, so-called economy of four or five years ago. The attention of the Government was called in

this House as long ago as that to the fact that, by cutting down the wages of the *employés* and driving good men off the road, and trying to save money in that small cheese-paring way, they were leading to continual accidents on the road and destruction of rolling stock, and in the end were going to render it necessary to spend large sums of money to replace the rolling stock which had been destroyed by collisions and accidents. There were other gentlemen in this House besides myself who took that view; and the immense sums that have been paid during the last two or three years for rolling stock, go a long way to justify our apprehensions on that subject.

HON. MR. PLUMB—I asked the hon. gentleman where he got the statistics. He said he got some from the report; some from the Public Accounts and some from other sources. We ought to be made aware of the sources from which he gets those statements in order to examine them to enable us to see whether there is any reply to them.

HON. MR. POWER—I did not say that I got them from any other source than from the Public Accounts.

HON. MR. PLUMB—All the statements made here?

HON. MR. POWER—The additions I made myself.

HON. MR. PLUMB—And the inferences?

HON. MR. POWER—Certainly the inferences. We do not get any inferences in the Public Accounts.

HON. MR. ALMON—And the accidents we do not get in the Public Accounts.

HON. MR. POWER—According to my view of it this rolling stock should have been charged to income, and if it had, we should have had for the year 1883 a deficit of $617,000. Now, without passing any decided opinion—I have not been in the railway business, and I do not feel in a position to pronounce as to the usual mode of book-keeping—as to the relative merits of the two systems of book-keeping, I have pointed out that Mr. Mackenzie kept his books in one way, and Sir Charles Tupper keeps his books in another way. I am not going to decide which is the better way to keep them. All I say is this: I have said enough to show the value of a judicious system of book-keeping, and to prove that if the present Minister of Railways had kept his books on the same system and on the same principles that Mr. Mackenzie did, Sir Charles Tupper would not have had a surplus to boast of, as he certainly has no economy. My contention is this: that, if we adopt the same system of book-keeping that was adopted under Mr. Mackenzie—which I contend is the correct one—that after the road was finished and equipped all subsequent expenditures should be charged to income, we cannot expect to have under the present circumstances of the Intercolonial Railway an annual deficit of less than a quarter of a million of dollars. I think it will be found that for the current year there will be no surplus, even according to the present system of book-keeping; and I find that the estimates for the present year show a sum of $2,500,000—a larger sum than was ever charged before—to be charged to income. I notice also that the estimates for the coming year contain the same item.

HON. MR. ALMON—Perhaps it is for the new Pullmans that you ask for.

HON. MR. POWER—While there is this large expenditure on income account, the expenditure on capital account goes on. About one million dollars have been spent on the St. Charles Branch, a work which — notwithstanding the applause which its construction meets from my hon. friend from Niagara—I look upon as practically useless. My hon. friend was not in this Chamber, I think, when there was some discussion on this matter before. At the time when this branch was first contemplated, the North Shore Road was owned by the Province of Quebec. It was desirable that the Intercolonial Railway should have a connection with the West independent of the Grand Trunk Railway. It was felt that it was necessary for that reason to have the best possible connection with the North Shore Road;

and it was to secure that connection this St. Charles Branch was projected. The fault which I find with the Department of Railways is not that they should have contemplated building this branch, but that they should have built it under the circumstances under which it was constructed. The reason I find fault with the Department is this, that just about the time that they began to do something on the St. Charles Branch, the North Shore Railway passed out of the hands of the Quebec Government and under the control of the Grand Trunk Railway Company—the same company which owned the road with which the Intercolonial Railway connected on the south shore of the St. Lawrence. Consequently there was no object—or no object of any importance—to be gained by giving the Intercolonial Railway a second connection with practically the same road; and my view is that a very great mistake was made in spending that enormous sum of money on so short a road under those circumstances.

Now we find that, in the other branch of Parliament, the Minister of Railways declares that this expenditure on capital account is to continue. He says that they are to spend this year the sum of $300,000 on a road from Metapedia in the direction of Paspebiac. No doubt, every hon. gentleman who knows how those things are done, is aware that that will not be the end of the expenditure on that road; that the expenditure will go on; and that will be so much more to be added to the capital invested in the Intercolonial Railway, and it will be capital from which no interest will be derived. Another item which I was near forgetting is this: a supplementary estimate which has come down within the last two or three days contains an item of $358,000 to pay the amount awarded to various claimants on the Intercolonial Railway. I have no hesitation in saying that the great bulk of that is money which ought not to have been paid, and would not have been paid under the previous Administration. In fact the bulk of it is made up of claims which were repudiated by the Mackenzie Administration.

Now, leaving capital expenditure out of the question, I think I am safe in saying that if the circumstances of the Intercolonial Railway do not change, Canada will have to put into the annual account of that road a sum for interest on the capital invested and deficit in the working of the road, of not less than $1,500,000. Very recently we have got into the way of looking upon a million and a half of dollars as a very small sum; but I think the time is coming when an annual charge of that sort will be looked upon as something very serious. Then the circumstances of the Intercolonial Railway are not to continue as they now are. The position of the road is in a short time to be changed, and changed very seriously for the worse. The Short Line Railway, from Montreal through the State of Maine, and through New Brunswick and Nova Scotia, will take away a very large proportion of the business of the Intercolonial Railway, because it will be a very much shorter road; and the consequence that naturally stares us in the face is that after the Short Line Railway has been opened for traffic, the deficit in connection with the working of the Intercolonial Railway will be something enormous. I feel that the construction of the Short Line Railway is a very desirable thing—I do not wish to be misunderstood at all upon that point. Its construction will be in the interest of the Upper Provinces, as well as in the interest of the Maritime Provinces, and the aid given to it is a very proper and desirable thing; but we are brought face to face with this fact, in connection with the Intercolonial Railway, that unless something is done to assist that road, we shall have to meet, in a few years (and the time will begin very soon, because the Short Line road will not require many years to complete it) an enormous deficit, and the question is, what should be done to maintain the road in such a way as to make it cost the country less money to operate it.

HON. SIR. ALEX. CAMPBELL—A weekly train to Halifax might diminish the expense.

HON. MR. POWER—If the Ministry choose to adopt that plan, that is their affair. I venture now to suggest a few improvements in the present system of managing the road. They are perhaps not very valuable, I have not had the experience that some other hon.

gentlemen have had in railway business; but I shall just mention those suggestions. Substantially my view is this: that the Government, as owners of the Intercolonial Railway, should deal with that road in the same way as a private company would deal with it if they owned it; and I think that is the business-like and sensible way to look at it.

HON. SIR. ALEX. CAMPBELL—A private company would only run a weekly train I fancy.

HON. MR. POWER—No, not at all. Supposing that a company owned the road and were bound to run it—for that is about the position in which the Government are placed—what policy would they adopt?

HON. MR. ALMON—Put on new Pullmans.

HON. MR. POWER—As my hon. friend suggests perhaps they would put on new Pullman cars to make the road attractive; but the first thing they would do would be to discontinue all unnecessary expenditures. For instance a private company would never have spent that million dollars on the St. Charles Branch, which is almost worthless, and which cannot possibly pay its working expenses.

HON. SIR. ALEX. CAMPBELL—That is not the action of the Government or the management of the Intercolonial Railway; it is the action of Parliament.

HON. MR. PLUMB—Hear, hear.

HON. MR. POWER—I can well understand that my hon. friend from Niagara should applaud that sentiment; but I do not think the Minister of Justice really means what he says. The hon. gentleman from Niagara is prepared to applaud any sentiment of the Ministry. During all the time he has been in this House, I have never known him to hesitate to applaud any sentiment of a Minister except some sentiments expressed very recently by the Minister of the Interior in connection with the Dominion Lands Bill.

Now, the Minister, and everyone, knows perfectly well that the policy of the Department is controlled by the Government; surely the Minister does not mean to say that the Administration are not responsible for the expenditure of the country.

HON. SIR ALEX. CAMPBELL—You are talking of the Intercolonial Railway and of the fact that the length of it is added to by the St. Charles Branch, by force of an Act of Parliament. That is not to be quoted as an instance of extravagance on the part of the Intercolonial Railway management.

HON. MR. POWER—I quoted it as an evidence of the unwisdom of the management—yet it was extravagance, as the Government would not be compelled to spend the money. They came to Parliament and asked for power to spend money for a certain purpose—the purpose which I indicated just now—but when they found that that need not be done, they should not have spent the money. They were literally carrying out the direction of Parliament, but substantially they were not, because the object for which the money was authorized to be expended was not being obtained. That would be the first thing, I think; to discontinue all unnecessary expenditures, of which there have been a good many. The next suggestion has been discussed at considerable length in this House already; and I think it is of a most important character, and one which it is to be regretted that the Government have not given more attention to. That is, to give the Intercolonial Railway another western connection. There is no doubt at all as to what the wishes of the people of the Lower Provinces are on this subject—I mean western connection independent of the Grand Trunk Railway. The people of the cities of the Lower Provinces have expressed their desires in resolutions, and other ways of that kind, which have been brought before the Government.

HON. MR. PLUMB—May I ask the hon. gentleman what sort of connection he means? Does he mean that the Government should build other roads to connect with the Intercolonial Railway, and make further expenditure for the purpose of feeding that road—is that the idea?

HON. MR. POWER—I shall try to explain. The matter was discussed here at some length last year, and I shall not go into it now, only to say that it is perfectly clear that a road like the Intercolonial Railway, which has only one connection for its freight traffic, and must depend on that alone, is placed at a very great disadvantage; and the delay in the transfer of freight and passengers over the Grand Trunk Railway, between Montreal and Chaudière, is calculated to drive the business away from the Government Railway. That was shown before the Committee of the House of Commons last session, and was dealt with in this House at considerable length, and if any hon. gentleman takes interest enough in the matter, he can refer to the Debates of last year, where he will see that the subject was very fully discussed.

HON. MR. TRUDEL—In the railway resolutions there is a sum of $960,000, given in order to secure the building of a railway that would connect the Pacific and Intercolonial Railway—a new link.

HON. MR. POWER—I think the hon gentleman is in error; there is a subsidy for a railway from some place west of Montreal, on the Canadian Pacific Railway, to Quebec; but that is not connection with the Intercolonial Railway.

HON. MR. TRUDEL—Why not?

HON. MR. KAULBACH—It is so intended.

HON. MR. POWER—It may be so intended, but it is not so in reality. I shall try to explain what I mean, and hon. gentlemen can give their views on the subject afterwards. What I mean by western connection is such connection as would enable freight and passengers to go from Montreal or any point west of Montreal, to any point on the Intercolonial Railway without any change of cars. There are two ways of doing that: one is by making connection between Montreal and Chaudière:—the other is by constructing a bridge across the St. Lawrence river at Quebec. Now, I regret to see that there is no item provided for either of these purposes.

HON. MR. DICKEY—Yes, the words "and a bridge" are in the estimates.

HON. MR. POWER—That does not mean anything I think. Now, in connection with this subject, the hon. gentleman from Niagara asked if I proposed that the Government should build a road. I do not think it would be necessary for the Government to build a road; for I am under the impression that the company incorporated to build a road from Montreal to Point Levi, which has got as far as Sorel, might have been subsidized, and they would have built the road, or, I think that the Government might have acquired the road from Montreal to Sorel for a very small sum; and that the amounts which have been thrown away on the St. Charles Branch, and which are to be, in a great measure, thrown away on local roads connected with the Intercolonial Railway, would have made that connection between the Intercolonial Railway and Montreal, which is so desirable. As I said before, I regret that when the Government brought down their railway policy, it did not contain any item which was calculated, or appeared to be intended, to secure the connection for the Intercolonial Railway which that road so sadly needs, and the want of which had been brought to the attention of the Minister of Railways and the Government on several occasions. There are a number of local roads which have no national value at all, which have received considerable subsidies; but there is nothing in this railway policy brought down by the Government which is calculated in any way to improve business on the Intercolonial Railway. I have not examined this railway policy very carefully, as the propositions were only brought down the other day, but one thing which has struck me is this: that the Quebec Central Railway is subsidized; and that road connects with the International Railway, which is a railway through the State of Maine. Now, why should the Government subsidize a feeder to give business to a road which the Government do not own, while they refrain from subsidizing roads which might bring business to their own line?

Without wishing to say there is any intentional wrong-doing in connection with this International Road, I do think it is a matter to be regretted that the road should

be practically owned by a member of the Government; for a road so owned, when brought into competition in the Privy Council Chamber with a road owned by the public, is apt to get more than fair play. I must also say that I think the difference between the treatment received by the International Road and the Intercolonial Railway in this case, is calculated to make that clear. I venture to say this, further: that when the Minister of Railways was absent from Canada, it would perhaps have been wiser, in the interests of the Intercolonial Railway at any rate, if his place had been supplied, say by the gentleman who now fills the office of Minister of Marine and Fisheries—who is familiar with the Intercolonial Railway and naturally interested in its welfare—and not by a gentleman interested in another and rival road. Those are two of the things which I think the Government should do. Another is, and this is a matter to which attention was called at some length in this House last year, that the Government should give the same rates to all through freights, no matter by what steamship lines they are carried. I think that every steamship line whose vessels call with any regularity at Halifax or St. John, should have the same advantages; and in my opinion it is a most unfair thing, injurious to the Lower Provinces and to the Intercolonial Railway, that a discrimination should be made in favor of one company, that being the company which receives a large subsidy from the Government for carrying the mail. There is another thing in connection with those freights to which attention was also called last year: that is, that any steamship line which receives a subsidy from the Dominion Government should be obliged by its contract with the Government to charge, at any rate, not any more for freight to Canadian ports than to American ports. I do not mean to say that they should carry goods to Halifax, St. John, or any other Canadian port for less money than they charge for carriage to Boston or Portland, but that they should not be allowed to charge any more. I may here say that I was very much pleased to notice that in the contract made with a company for a line of steamers to Germany this condition was included.

Then, I see from the newspapers that the attempt to establish a line of steamers between Canada and France has failed. The Government might add that subsidy, as I suggested the other day, to the small subsidy now given for the line from the Lower Provinces to Europe, and in that way we should get a respectable line of steamers upon that route. Such a line would bring large quantities of freight which would go over the Intercolonial railway and give it business. I may summarize briefly in this way: my suggestions as to the future management of the Intercolonial railway are that we should discontinue all unnecessary expenditure, and take steps to give the Intercolonial a western connection. I forgot to mention, when speaking of this, that business men say if the Intercolonial had that western connection, or if the rates which prevail on the Intercolonial prevailed from Chaudiere to Montreal, that, even after the construction of the Short Line Railway, the Intercolonial would do a large business and be able to compete on very fair terms with that line. My third suggestion is that we should give the same rates over the Intercolonial to through freights, no matter by what steamship line they come. Then, that something more should be done to subsidize a line of steamers to Halifax and St. John. I know that I have taken up a good deal of time in discussing this matter; but I feel that it is a very important one, and I think I have said enough to show at any rate that it is one of the most important with which the Government will have to deal in the near future, which fact, I trust, will be sufficient excuse for my having dealt with it at such length. I submit the views I have expressed with all humility to the House.

Hon. Mr. KAULBACH—I think it is well that my hon. friend should submit his remarks with all humility, because I think he has placed himself in a most unenviable position, as a Nova Scotian, in speaking against the interests of Nova Scotia. I do not wish to occupy the time of the House in this matter, or to follow my hon. friend in the multiplicity of figures which he has quoted, but he would just bring us to this:—that the Intercolonial should be run on commercial principles, and that the people of Nova Scotia should be taxed more largely

than they have been, for the freight carried by that route. The hon. gentleman must be an enemy to Nova Scotia, when he wishes to run the Intercolonial Railway on strictly commercial principles. He took the ground, in a former speech which he made here, that that railway was not in the interests of Nova Scotia as much as of the Upper Provinces; that they required it more than the Lower Provinces, and that there is no freight brought from the Lower Provinces up here, but rather the other way. Now, when it is known that the hon. gentleman made a statement like that it makes me discredit any other statement he makes with regard to the Intercolonial, and forces me to believe that he knows very little about it; because the trouble throughout has been that there was no return freight over that railway. We wanted to send the products of our mines, fisheries, etc., from the port of Halifax up here, but there was no return freight. The difficulty was, as propounded by the hon. gentleman, that we have more to send up over the railway than would come down. The hon. gentleman was quite wrong in that regard, and he must know that when the Intercolonial was built it was never supposed that it would be possible to run it on commercial principles, or that the revenue would meet the expenditure. The hon. gentleman knows that the people of Nova Scotia always denounced any such idea, and held this railway was to be a great highway for communication between the Provinces; but up to a recent date, no one entertained the idea that the income could be made to meet the expenditure. We are all opposed to unnecessary expenditure on that railway, but the hon. gentleman has failed to shew where any unnecessary expenditure has been incurred; in fact, he accuses the Government of having been, if anything, too economical and penurious in the expenditure that has been made; that appears, in reality, to be the difficulty of the hon. gentleman, but he cannot make a clear sheet, and shew that during the late *regime* the same state of things existed, and that they had not immense deficits year after year. It is now the fact, however, that by prudent management the Intercolonial revenues have been almost equal to the expenditures. The hon. gentleman seems to be opposed entirely to this railway, and would like the people of Nova Scotia to be taxed more heavily than they are at present, for using that line. I do not wish to say anything very harsh, but as a Nova Scotian I feel that the remarks of the hon. gentleman are injurious to the Province from which I come, and that the people of that Province view this question in a very different light from that in which the hon. gentleman presents it. The people of Halifax view it in a different way, and do not wish to have the road run as he suggests. It would cripple the trade which it is desirable to foster and increase between the Upper and Lower Provinces. The Government and people are anxious that connection should be made, as far as possible, with the railways of Upper Canada, as the hon. gentleman must be aware,—yet he seems to oppose the St. Charles branch. The object of having that branch is to connect with Quebec. It was necessary, because we could have no connection with Quebec independent of the Grand Trunk, until it was constructed, and it was very important that we should possess such an independent line. The hon. gentleman must see that the through freight has been improved, and is now being improved, giving us an independent line on the north side of the St. Lawrence river with the St. Charles branch. The hon. gentleman is opposed to having any connection with the ports of the United States, but I say the Government policy is to have a main line by way of the Canada Central and the North Shore road; and I hope that the time will come when we shall be independent of the south shore of the St. Lawrence altogether, and have our own through line from the Atlantic to the Pacific. I cannot see how the hon. gentleman takes the position he does. He seems to be in favor of the short line of railway, yet he tells us that it is going to destroy the other road, and take off all the traffic from the Intercolonial. At the same time he tells us that we are paying too much,—that year by year so much more is being paid by us in order to sustain the Intercolonial,—although he has been an advocate of other lines which must, of necessity, take away the traffic from the Intercolonial. We wish to have close connection with Montreal, and a shorter line of railway there, and the hon. gentleman,

although he knows it must to a certain extent injure the trade of the Intercolonial, still complains that that road is not paying as a commercial enterprise. Therefore, I say, I do not think the hon. gentleman should have taken the course he has pursued in this House to-day.

HON. MR. OGILVIE—I do not know that we should take up this question of the Intercolonial so sharply as we are doing. That road has done, is doing, and will do good work. It is not a very long time since I was in the Legislative Halls in Quebec, and had a note handed me from the General Manager of the Grand Trunk Railway in Montreal, stating that if we built a road between Montreal and Ottawa, it would never pay for the oil for the wheels. At that time I happened to differ somewhat in opinion from the gentleman who wrote in that way, and I stated that a railway from Montreal to Ottawa would pay better than any portion of the Grand Trunk at that time. I do not think, in view of the present state of facts, that I should in any way recede from the position I then took, for I believe the road is now doing what I then said it would. I am satisfied that all the money which has been put into railways in Canada is doing good, and although the Grand Trunk Company thought that a portion of the Quebec, Montreal, Ottawa and Occidental road would not pay for the oil for its wheels, they have since been prepared to buy out an interest in it sufficient to control it, and they now run the road themselves. I believe that every road which we can open will be not only for the benefit of the Provinces, but of the Dominion as well—as all the roads that have up to this time been opened, have been beneficial to the country.

HON. SIR ALEX. CAMPBELL—The hon. the senior member for Halifax said in his notice that he would call attention "to the disproportion which up to the present time has existed, and which in the near future is likely to exist in an aggravated form, between the receipts from the Intercolonial Railway and the expenditure in connection with that work; and ask the Government what steps, if any, they propose to adopt, with a view of removing or diminishing the disproportion in question?"

I am sure the House will say that if the hon. gentlemen had considered also the proportion which should exist between the speech which an hon. gentleman delivers, and the object he hopes to accomplish, we should perhaps have got through this discu sion some time ago. I cannot conceive what the hon. gentleman hopes to gain, more particularly at this time of the session, by the notice which he has given or the speech he has delivered. I only came here, with the intention of explaining the proportions of the expenditure for the Intercolonial management, and the receipts from that management,—and so far as that question is concerned, I am prepared to give him a full and complete answer. In the first place the hon. gentleman from Lunenburg has stated quite correctly that nothing has been more strongly contended for by the Maritime Provinces, than that the Intercolonial should not be managed as a commercial enterprise, but as a general highway for communication between the two separate parts of this Dominion. I think nothing would have been resented more than an effort on the part of the Government to introduce commercial principles into the management of that road. A few years ago great disproportion existed between the receipts and working expenses of the Intercolonial. That continued during the whole time of the administration of Mr. Mackenzie, and it has only been since the accession to power of the present Government that that disproportion has been reduced, and it has been diminished in a most marked manner. I have a statement in my hand, the facts contained in which are, I think, familiar to the House, as I myself stated them either last year, or during the present session. That statement shows that the disproportion of which the hon. gentleman complained, has been diminished from year to year by the present management of the railway; and that the disproportion accumulated during the time, and under the management of the gentlemen who were our predecessors in office. In 1876-77 the loss upon the management of the road was $507,228; in 1877-78 the road was run at a loss of $432,326; in 1878-79 the loss attending its operation was $716,-083,—and that year, as the House will

see, was the last year in office of our predecessors.

HON. MR. POWER—And the first of yours?

HON. SIR ALEX. CAMPBELL—Part of it; but the House will see that the loss had gone on increasing to that year. Now, taking 1879-80, the first year during which the present Government had the management of the road, the loss was $97,131, and in the following year, 1881, there was a profit upon the operations of the road of $543, while in 1881-82 the profit upon the working of the railway reached $9,605; and the following year, a profit of $10,000, showing that during the time our predecessors were in office the loss was going on increasing, and from the time we had complete control of it, we converted a very heavy loss into an actual gain which has gone on increasing.

HON. MR. POWER—What is the gain for 1883?

HON. SIR ALEX. CAMPBELL—$10,547.

HON. MR. POWER—That is less than it was in 1882, so it has not gone on increasing.

HON. SIR ALEX. CAMPBELL—That has gone on though we have still been maintaining the principle that the road should not be run as a commercial speculation, but as a great national highway; we should consider the wants, and wishes, and necessities of the people along the road and at each end of it. I think the hon. gentleman attributed that gain, or part of it, to a special mode of keeping the accounts and claimed that sums charged to revenue account during the time of Mr. Mackenzie, are charged to capital account during our time. I asked for precise information as to the mode in which the accounts had been kept so as to be able to state clearly what was charged to capital and what was charged to revenue. The charges to capital account are, first, increased rolling stock. The hon. gentleman seemed to have some confused idea as to the account to which that should be charged. The rolling stock which is put on, say 100 miles, is maintained and repaired, but if another 50 miles is built, it requires additional rolling stock, and that is properly chargeable to capital account.

HON. MR. POWER—I allowed for that—the rolling stock purchased for the Rivière du Loup section.

HON. SIR ALEX. CAMPBELL—I understood my hon. friend to speak of it as if it should be charged to the revenue account, the same as interest.

HON. MR. POWER—Not that part.

HON. SIR ALEX. CAMPBELL—The following is a statement of the nature of the works charged to capital account:—

1. Increase to the rolling stock.
2. Increased accommodation at terminal stations, such as new wharves, warehouses, additional land acquired, extension of tracks, new stations.
3. Building new branch lines of railway and extensions, with necessary buildings thereon.
4. Acquisition of new lines of railway by purchase, and cost of putting same in good running order, which probably absorbs a season, or perhaps two.

The following statement shows the nature of works charged to revenue, working expenses:—

1. Maintaining rolling stock, covering the cost of building or purchasing stock to replace worn out stock.
2. Maintenance and renewal of buildings, wharves, bridges, culverts and other structures, as well as of steel rails, sleepers, spikes and fish-plates; also re-ballasting the road, and keeping the road in good order.
3. The cost of operating the road, including supplies, repairs, and salaries of officers, and wages of men so employed.
4. The cost of additions and improvements to buildings, sidings, and other works between the several terminal points.

These are usually charged to capital, in cases of railway companies.

Now, these are the principles on which the public accounts are kept, with regard to this railway, and I am in a position to say that a paper, involving the principle

which this shows, was submitted some years ago by the manager of the Intercolonial Railway to the managers of three of the principal railways in this country, and that these three managers of other railways, having nothing whatever to do with the Government, agreed with the manager of the Intercolonial Railway that the mode of keeping the accounts was just and true, and was the same as that adopted by them, and, so far as they knew, on all other railways. It seems to me that that, in a few words, answers the question that the hon. gentleman discussed with reference to removing or diminishing the disproportion in question. I beg to read a paper which has been put in my hands: it is as follows:

A few years ago a great disproportion existed between the receipts and working expenses of the Intercolonial Railway, which up to the year 1880 was run at an annual loss of from $400,000 to $700,000.

From that time strenuous efforts have been made to remove or diminish that disproportion, and by means of careful and frugal management, and great diligence in the details of operation, an equilibrium has been brought about between the two sides of the ledger; the balance, in fact, having been for some years on the right side by a few thousand dollars, a result hardly looked for five or six years ago, and to maintain which no effort will be spared in years to come. It is not, however, anticipated that the net earnings will exceed a few thousand dollars yearly, as the rates of transportation are from time to time reduced or adjusted, as the public interest demands, with a view to the development of home industries, and at the same time to secure a revenue sufficient to cover at least the working expenses of the railway. It may be said, and no doubt truly, that large sums have been expended annually on capital account, but it should at the same time be remembered that for every dollar so expended the Government make or acquire a corresponding amount of property most valuable to the public, inasmuch as it was only by the acquisition of the property and the works so obtained that the transport necessary to the trade and native industry of the country can be provided and efficiently maintained. The expenditure on capital account can therefore scarcely be included in estimating the relations of receipts and expenditure.

Now, I do not understand what the hon. gentleman would have. The Intercolonial Railway is a national road; it is not managed on strictly commercial principles. The people of Nova Scotia as loudly as any others, if not more loudly than others, have contended that it should not be managed as a commercial speculation. It is managed, as the House will see from what I have said, with the greatest economy, and the receipts show that. The disproportions which existed at one time have been diminished, and a proportion has finally been established in favor of the Government, as regards the operation of the road. The hon. gentleman is not content with that, but he seems to think that we should resort to some measure or other which he described in a very vague way, I am bound to say, to increase the earnings and profits of the road. We could only do so, as the hon. gentleman from Lunenburg has pointed out, at the expense of the people of the country. We are now doing all we can economically, and the proof that we are doing it successfully is to be found in the figures which I have quoted. That seems to me to be the whole of the hon. gentleman's speech. He has detained the House a very considerable time, (which it was perfectly at his discretion to do), with a speech which, it seems to me, had no special relevance to the subject. He has not established that there has been anything wanting on the part of the Government as to the true policy which should be pursued in the management of this road, and I have shown that it has been run carefully and frugally and at the same time for the benefit of the road and the country.

HON. MR. PLUMB—I cannot allow this debate to close without saying a few words in reply to the remarks which have fallen from the senior member for Halifax. The hon. gentleman has sought to give us instruction upon the management of railways; he probably forgot that the railway, the management of which he attacked, and of the prosperity of which he draws the most gloomy picture, is the connection between these provinces and the province in which he resides. The hon. gentleman seems to be like the proverbial Irishman

who cut off the limb between himself and the tree. If what he proposes should be unfortunately acted upon—if the Government should take the alarm and act on the suggestion of the hon. gentleman, one of three things is inevitable; either they must stop the service of the road or greatly diminish it, or increase the charges for carrying freight and passengers, which will immediately affect the province in which he lives—for I assure hon. gentlemen that there is no railway in Canada that carries passengers as cheaply as the Intercolonial Railway, and the general Government of the country pay for the low price at which passengers are carried for the benefit of the hon. gentleman's constituents and others in the Province in which he resides —or else they will be obliged to transfer the rails to that shorter and better line which the hon. gentleman has suggested as meeting with his approval, the construction of which he hails with satisfaction, or else they will have, in spite of the gloomy picture which he draws of the finances of the country, to expend a large sum of money for a feeder running into the West to support the Intercolonial Railway, for he claims that that is the policy necessary to give the Intercolonial Railway such additional business as will ensure its prosperity. Now, the hon. gentleman forgets in making these statements that the Intercolonial Railway is run very largely for the benefit of the Maritime Provinces. The hon. gentleman knows that it was not built as a commercial undertaking, but in order to make the connection between the Provinces that were united by Confederation. It was built under agreement which was part of the scheme of Confederation. The road, 840 miles in length, has cost the country about forty-two millions of dollars, and for a long time its maintenance, which principally benefited the Maritime Provinces, was a very heavy burden upon the country at large. Now, fortunately, perhaps somewhat by good management and largely by that prosperity which is increasing in the country, and which it seems to be the delight of the hon. gentleman and others who take a like view with himself to decry and persuade the public, it does not exist. The Intercolonial Railway has become comparatively self-supporting. The addition to capital account of which the hon. gentleman complains, shows his utter, entire and invincible ignorance of railway management. There is no railway in this country or in the United States that has ever closed its capital account, or that ever can close its capital account unless it becomes or has become bankrupt. The hon. gentleman should know that it is a necessity to provide for increased capital and rolling stock; that it is constantly necessary to lay increased sidings, to extend branch tracks, and depot grounds and buildings and increase its accomodation for freight and passengers, providing the road is not actually moribund, and has not come to its climax and ceased to increase its business. How is it with the Intercolonial Railway?

The increase of freight alone between 1876-7 and 1882-3 is over 550,000 tons. It was 421,327 tons in 1876-7 and it was 970,961 tons in 1882-3, and yet the hon. gentleman says there should be no increase of rolling stock, or if there is that it should be charged to the income account. Such a proposition is monstrous: it is one that any man who understands the management of Railways would treat with utter derision, and I do not envy the hon. gentleman the criticisms which railway men will make on his speech when they examine the basis on which he makes such a statement in the Senate. The hon. gentleman complains that there will be an annual charge of $1,300,000. upon the Intercolonial Railway. Well, nothing could be more disingenuous than to make a statement of that kind. What does the hon. gentleman mean? Does he mean that that is a deficit for running the road? The capital is expended; it had to be expended in order to fulfil the obligations of the country. The Province of Ontario pays the largest proportion of the interest on the debt created thereby. I can tell the hon. gentleman that we in the West were almost obliged to take our lives in our hands, politically speaking, in order to justify that expenditure. I can tell him that we of the western Provinces have largely and generously contributed to the expenditure. We of the Conservative party were glad to do so: we were willing and desirous to do so for the sake of drawing closer the bonds of Union, notwithstanding the persistent opposition of the hon. gentleman and

his friends in Ontario and Quebec, and it does not rest with the hon. gentleman, coming from the chief commercial city of the Maritime Provinces, to rise in his place and deliberately say that that expenditure, one which is necessary to make the Railway efficient, is indefensible and alarming. It does not become the hon. gentleman, as a member of the Halifax Board of Trade to say there is an enormous deficit in the maintenance and running of the road, and with the same breath to say that so great was the desire of the present administration to reduce the expenses that their officials left them in consequence of the reduction of wages. The hon. gentleman has shown out of his own mouth that his statements are not logical and do not connect with each other. Another charge the hon. gentleman makes—I do not know in what interest—is that there is a preference shown to the great lines of steamers which come to Halifax. Does the hon. gentleman know that there are two great lines which come into Halifax, the Allan Line and the Dominion Line, and that they are put virtually on a par?

HON. MR. POWER—No, they are not; my hon. friend is mistaken.

HON. MR. PLUMB—I assert from my place as a matter of fact that the Dominion Line and the Allan Line steamships are virtually upon a par in their advantages with the Intercolonial railway in the traffic which they deliver and receive from it at Halifax, and I tell the hon. gentleman that they are encouraged in every way—Why? In order to bring traffic to his city—to Halifax—so that they may not go to other points, so that the port of Halifax may have the benefit of such traffic. That is why it is done, and it is natural and proper that those lines should have a preference over the accidental and transitory traffic. The hon. gentleman—if he knew anything about commercial business, if he did not always go beyond his depth in a way that reminds me of the saying that certain persons rush in where angels fear to tread—without knowledge on the subject, without examination of it, without comprehending the facts—and if, in making statements of this kind, the hon. gentleman would use that leisure which he employs with great industry for the purpose of picking out little flaws and frittering away the time and trying the patience of his hearers in informing himself upon the subjects which he brings before the House and discusses so crudely, he would find he has made an entire mistake with regard to the whole subject under debate. The hon. gentleman would understand that every railway which is increasing its business increases its capital stock. He would have found that the business of the Intercolonial Railway is increasing and growing in a proportion almost double within the last four or five years, and that in order to accommodate its traffic it is absolutely necessary, not that the rolling stock should follow the traffic, but that it should be prepared in advance of it. The hon. gentleman cannot suppose that when there is a prospect of an increase of 500,000 tons of freight in four years that the railway must wait until it offers. The hon. gentleman would be the first to come to this House and complain in the name of his city, that there was a want of accommodation on the road and the freight could not be carried away. How is the rolling stock to be bought out of revenue when the money has not been earned and the receipts are prospective? Does the hon. gentleman propose that there should be, in some mysterious way, money found to buy this rolling stock without adding it to the capital stock of the company? Did he ever hear of a railway which closed its capital account when its business was increasing and when it was necessary to add to its accommodation to meet the increasing business? Does he not know too that in re-laying the track—in taking up the iron and laying steel rails—it is perfectly justifiable that the expenditure for those steel rails, in so far as they will be an additional cost over the iron on the road, is properly chargeable to capital account? And it is more especially so in a railway which is situated as the Intercolonial Railway is, where its rates are made disproportionately low in order to induce trade—where discrimination must be made between its management and the management of a line for commercial purposes only. The road is run for the accommodation, largely, of the hon. gentleman and those whom he represents. Is he the man to rise here and condemn such management unless he is thoroughly informed on the subject?

If he were thoroughly informed and brought experience or information to the House which would be of any value I should be the first to hail it; but the hon. gentleman has not done so—he has not dealt fairly or intelligently with the actual facts of the case. He has endeavored to make out a case which will in some way prejudice the Government of the day. He has endeavored to show that, under the former government, the management of the road was better than it is to-day.

HON. MR. POWER—No.

HON. MR. PLUMB—The hon. gentleman has said so; he stated that—about which he cannot possibly have personal knowledge—that there was a false system of book-keeping; he has repeated that several times in the course of his address to the House.

HON. MR. POWER—There has been a change.

HON. MR. PLUMB—He says that the change has been from a sound system under Mr. Mackenzie, to a false and unsound one under Sir Charles Tupper. The hon. gentleman may go to the Grand Trunk Railway, or the Northern, or the Great Western, and he will receive from the managers of those railways a full and complete endorsement of the method employed in keeping the accounts of the Intercolonial Railway. He will receive approval of that method, and an absolute denial of the contention that the capital account of that company, and the outlay for running expenses of that road, are improperly separated. The hon. gentleman must know that railway experts and railway managers are better authority in such matters than a quasi member of the legal profession, such as the hon. gentleman is.

HON. MR. POWER—I rise to a question of order. The hon. gentleman has no right to say that I am a member of a quasi legal profession. I am a member of the legal profession; and I would have just as much right to say that the hon. member was a quasi gentleman.

HON. MR. PLUMB—I only say that the hon. gentleman has far overstepped and gone beyond the limits of his information.

HON. MR. POWER—Show that I am wrong, if I have.

HON. MR. PLUMB—I have shown that the hon. gentleman is wrong, and if he had the candor which one can scarcely expect from him under the circumstances, he would confess that he has taken a very wrong line of argument—that he has occupied a considerable time of the House in making statements, which are entirely irrelevant, which have no reference to the question he proposed to ask, and which have been sufficiently answered, I think, by the hon. Minister of Justice. But I felt that the House would bear with me for a few minutes in making some remarks on the subject, as I have had a long railway experience; as I have had an experience in the conducting and management of railways, I fancy before the hon. gentleman was, as I might say—breeched.

HON. MR. MACDONALD—That is a breach of privilege.

HON. MR. PLUMB—That may be, but the statements that I have made with respect to the management of railways, and with respect to their construction, are at least made with some knowledge of the subject. The hon. gentleman from Halifax can in ten minutes test the accuracy of my statements as to increasing capital accounts by reference to Poor's Railway Manual. He will find that there is not a railway now in the United States, the capital account of which has not been increased year by year with its increasing business. The tendency of the hon. gentleman's remarks is such that if they were received as they seem to have been intended, that railway accommodation must either be denied through the Intercolonial Railway to the Maritime Provinces, or the rates must be heavily increased, or we must continue the expenditure which is going on now, and if need be tax the Treasury therefor. He may take whichever horn of the dilemma he pleases, and I do not congratulate him on the reception his remarks will meet in the city he represents, or is supposed to represent in this House.

HON. MR. POWER—I wish to make a few remarks in reply to—

HON. MR. MACPHERSON—I rise to a point of order: the House has given a great deal of the afternoon to the hon. gentleman, and has listened to his remarks. He has not placed a substantive motion before the House, and it is only when such a motion has been submitted that the mover has the right to reply. Now, considering the patience with which the hon. gentleman has been listened to, the great length at which he has addressed the House; and seeing the number of orders of the day that are to be taken up, I think it would be trespassing on the patience of hon. gentlemen to inflict another speech—

HON. MR. POWER—The hon. gentleman is out of order in saying that I have inflicted a speech on the House.

HON. MR. MACPHERSON—I say according to our rules of order the hon. gentleman is not entitled to a reply, and under the circumstances I think the House would scarcely bear with it. If the hon. gentleman doubts the point of order that I raise, he can take the proper course to test it.

THE SPEAKER—The hon. gentleman cannot reply unless with the consent of the House.

HON. MR. POWER—I do not think I have ever known that consent to be refused under similar circumstances; however, I can say what I want to say, as my hon. friend did, on a motion for adjournment.

INTERCOLONIAL RAILWAY PASSES.

ENQUIRY.

HON. MR. POWER rose to call attention to the Return laid on the table of the House on the 15th instant, and to ask the Minister of Justice why the Return in question does not correspond with the Address of this House passed on the first day of February last.

He said: A return was asked for showing the number of free passes granted on the Intercolonial Railway from 1874 to the 31st of December, 1883. The return which has been laid on the table consists of the return which had been brought down in 1880 for the year 1878 and 1879, and a return for the month of January, 1884, which did not show at all what was desirable should be shown. I should not have complained if the Department had sent down a return covering the free passes issued last year; but the return which has been sent down is illusory and unsatisfactory.

HON. SIR ALEX. CAMPBELL—My hon. friend promised to send me a note, but forgot it; but I sent to the railway office to ascertain about the return, and why it was not as complete as the notice of motion originally demanded. I had a reply and visit from the Chief Engineer, and I find from him that the Department has no record of trip passes. If the hon. gentleman desired to have a return of trip passes, the answer to it is there is no record. Was that the return my hon. friend desired?

HON. MR. POWER—I wanted a return of passes of all kinds over the Intercolonial Railway.

HON. SIR ALEX. CAMPBELL—It has never been the practice to keep a record of trip passes. No other record of passes exists, save those which have been sent down.

HON. MR. KAULBACH—I think there should be a record kept of trip passes. It would save the Government a great deal of trouble if such a record was kept, because when such returns are not liable to be brought down to Parliament abuses must creep in. I have seen persons travelling over the road on passes, who, I think, were not entitled to them, and should not travel free. I have never had a free pass in my life. I have not looked for any, and I think in the interests of the railway, and in the interest of the management, and of the Department, that a record should be kept every year of the passes issued, the names of the parties to whom they were issued, and whether they are trip passes or annual passes.

HON. SIR ALEX. CAMPBELL—I am told that no railway company keeps any record of trip passes. At all events no such record was kept on the Intercolonial Railway, during the time of our predecessors, or during the present management. The hon. gentleman from Lunenburg does not know, at all events I did not know, how far a record of trip passes can be kept, or how far the expense of keeping such a record would go. Along the line of railway, officers must have the right to issue trip passes, to a certain extent. I would suggest to the management that a record of trip passes should be kept in the future, but I cannot say whether such a thing can be done or not.

HON. MR. KAULBACH—Private railway companies can do as they please about issuing passes, but the Intercolonial Railway is run in the public interest. If the passes come from the head of the Department I would not say so much about it; but when officers are allowed to issue them the privilege is open to abuse.

THIRD READINGS.

The following Bills were read the third time and passed without debate:

Bill (111), "An Act respecting the Independence of Parliament Act, 1878, 41st Vic., Cap. 5"—on a division. (Sir Alex. Campbell.)

Bill (128), "An Act further to amend 'The General Inspection Act, 1874.'" (Sir Alex. Campbell.)

ADULTERATION OF FOOD AND DRUGS PREVENTION BILL.

THIRD READING.

The Order of the day having been read for the third reading of Bill (114), "An Act to amend, and to consolidate as amended, the several acts respecting the Adulteration of food and Drugs,"

HON. SIR ALEX. CAMPBELL said: When this Bill was in Committee my hon. friend from Glengarry (Mr. McMillan) suggested that we should add to it certain words to prevent adulteration of a kind which had not occurred to those who drew the Bill. My hon. friend has since seen the Deputy Minister of Inland Revenue, and they have together framed a clause which is one, I think, the House will gladly adopt. It is to prevent the adulteration of vinegar, which was referred to when the Bill was before the House and which I did not at the moment understand. My hon. friend from Glengarry has the advantage of me in that respect. I beg to move that in the 20th clause, the 3rd line after the word "added" there be inserted the following words:—"Thereto or not containing any soluble salt having copper or lead as the basis thereof, whether such salt or mineral acid have been added."

The amendment was agreed to.

HON. SIR ALEX. CAMPBELL moved that the Bill be read the third time presently.

The motion was agreed to, and the Bill was read the third time and passed.

CIVIL SERVICE ACT AMENDMENT BILL.

IN COMMITTEE.

The House resolved itself into a Committee of the Whole on Bill (130) "An Act to amend the Civil Service Act of 1882 and 1883.

On the 1st clause,

HON. MR. POWER asked if it was the intention to do away with the payment of salaries to members of the Board of Examiners? Under the Act the members were paid $5 a day; but under this Bill there did not appear to be any provision for the payment of anything but their travelling expenses.

HON. SIR ALEX. CAMPBELL said that the original Act provided for the payment of the Board at so much per day, and it also provided that one of the Board, should act as Secretary, which service is at present performed by Mr. LeSueur. The repealing clause did not seem to provide any salary for members of the Board, and he would let it pass for the present.

On clause 4, 3rd sub-section,

HON. MR. POWER reminded the Minister of Justice that he had promised to make some inquiries about these promotion examinations.

HON. SIR ALEX. CAMPBELL said he had done so, and was only strengthened in the view previously presented by him, that it was desirable these promotion examinations should be so conducted as not to test the scholastic qualifications of a gentleman who had perhaps attained the age of 30 or 40 years, and who, while most valuable to a Department, might not be able to pass such an examination as easily as a lad of 17 or 18 years who would be sure to compete with him.

HON. MR. MACINNES stated that the provision which it was now proposed to amend, had been inserted with the view of guarding against favoritism in making promotions, and he considered the old sub-section was better than the amended one.

HON. SIR ALEX. CAMPBELL, while admitting that any suggestion from the hon. gentleman was entitled to great weight, stated that there had been difficulty in getting the examiners to confine themselves to the qualifications of the man seeking promotion, to fill the position which he desired to obtain, as they had imported into the promotion examinations scholastic attainments in an undue degree. No one could know better the proper subjects on which to examine an applicant for promotion than the deputy-head of his Department, and as he was responsible for carrying on the duties successfully, it seemed to the Government that the best way was to suffer the deputy-head to lay down the points for examination, subject, however, to the decision of the Minister of the Department. In the Inland Revenue Department, for instance, the examiners were not in a position to say what amount or kind of knowledge would be desirable in an officer who was to be promoted, though the deputy-head of that Department would be perfectly familiar with it; and, as difficulty had arisen, the Government thought it best to dispose of the matter in the way proposed. With regard to favoritism, the danger was not great, inasmuch as the deputy-head would not be able to lay down an examination for A, B or C, but would have to observe general rules for examination, while he would be also under the control of the head of his Department.

HON. MR. MACINNES considered if the old system had not been found to work well in practice, that was a satisfactory answer to his objection.

The sub-section was adopted.

On the sixth sub-section,

HON. MR. ALMON suggested that any person having the degree of B. A., from any University, should be accepted, as possessing the necessary qualifications, without examination by the Board.

HON. SIR ALEX. CAMPBELL explained that the point had been considered, but it was not thought safe to extend the exemption to the persons named, as it did not follow because a man had obtained his degree that he would be valuable as a civil servant. As the hon. gentleman doubtless knew, in some of the older countries, degrees were granted to persons whose knowledge was very imperfect.

HON. MR. ALMON thought that so far as Nova Scotia was concerned, the curriculum in either Windsor College, Dalhousie College, the Baptist College at Acadia, the Methodist College at Wolfville, or the Roman Catholic College at Antigonish, was so complete that a person taking his degree from any one of those institutions might fairly be held to have the necessary scholastic knowledge.

HON. MR. ALLAN thought it only right to urge the same argument on behalf of an institution of a similar character in Ontario, in which degrees could only be obtained by faithful work.

HON. SIR ALEX. CAMPBELL thought the matter could be considered again, as the subject would be subsequently, no doubt, brought before the House.

The sub-section was adopted.

On the sixth clause,

HON. MR. DICKEY suggested that as section thirty-four, which was mentioned in this clause, had been repealed by the Act of 1883 the language of the clause in the present Bill was incorrect and should be amended.

HON. SIR ALEX. CAMPBELL moved to strike out the words "thirty-four of the said Act of 1882, as amended by," in the first and second lines of the sixth section.

HON. MR. POWER thought the Minister of Justice was not exactly right, as when those words were inserted as proposed by the sixth section of the Bill before the House, the clause would read "City Postmasters, Collectors, Inspectors of Weights and Measures and Preventive Officers in the Customs" which was not what was intended. The intention of the law was that City Postmasters and Collectors in the Customs and Inland Revenue Departments, and Preventive Officers in the Customs should be exempt. He suggested that the words "and Inspectors of Weights and Measures" should come in after the word "Department" in the sixth section of the Act of 1883.

HON. SIR ALEX. CAMPBELL accepted the suggestion, and the section, as amended, was adopted.

HON. MR. MCMASTER, from the Committee, reported that they had gone through the Bill and made some progress, and asked leave to sit again to-morrow.

COLLISIONS ON THE INTERCOLONIAL RAILWAY.

HON. SIR ALEX. CAMPBELL—The hon. gentleman trom Amherst drew attention yesterday to a matter which had been referred to by him some time ago—that was the subject of a rear collision that had occurred upon the Intercolonial Railway between Quebec and some point lower down. I have been in communication with the Department of Railways this morning, and I have received the following memorandum from them :—

"We have under consideration several modes of lessening the liability to rear collisions such as the one referred to. Among these I may mention one which has a signal attached to posts places at every mile, and as the train enters on one mile the signal sets by electricity, and on the train going off that mile and entering on the next, that signal goes down and another one sets, so that no train following another can get within a mile of it. Another one is an arm on posts set alongside of the track, about every quarter of a mile, and when the train comes to a standstill the brakesman at once sets the arm on one or more of these points in the rear of the standing train, and this arm which is set strikes a gong in the cab of the engine of the following train, thus warning the driver of a train standing ahead. We have others also before us, the working of which I do not remember just at present."

AN EXPLANATION.

HON. SIR ALEX. CAMPBELL moved that the Senate do now adjourn.

HON. MR. POWER—Before that motion is carried I wish to say a few words. I do not propose to take up an hour and three-quarters as the hon. gentleman from Niagara did on a previous occasion, though he is the gentleman who referred to me as taking up the time of the House unnecessarily.

HON. SIR ALEX. CAMPBELL—I do not think the hon. gentleman from Halifax has the right to address the House again upon this subject. The previous debate was one in which the hon. gentleman took part, and I do not think he has now the right to refer to it at all, in fact.

HON. MR. POWER—I am satisfied to abide by the Speaker's decision on that point. I am not particularly anxious to speak just now; but I may say that the hon. gentleman from Niagara on a similar occasion, and on a similar subject referred to a previous debate.

THE SPEAKER—On that occasion the hon. gentleman was not called to order; but I think the rule is clear that even on a motion for adjournment, a standing order of Parliament, which prevents a member from alluding to a previous debate, cannot be infringed.

The motion was agreed to.

The Senate adjourned at 6 p. m.

THE SENATE.

Ottawa, Thursday, April 17th 1884.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

THE FORTY-FIRST RULE SUSPENDED.

MOTION.

HON. SIR ALEX. CAMPBELL moved that the forty-first rule, which requires that every bill shall undergo three separate readings each on a different day, be suspended for the remainder of the Session.

The motion was agreed to.

CIVIL SERVICE ACT AMENDMENT BILL.

THIRD READING.

The House resolved itself into a Committee of the Whole on Bill (130) "An Act to amend the Civil Service Act of 1882 and 1883."

In the Committee,

HON. SIR ALEX. CAMPBELL said that when the Bill was before the Committee yesterday it had been pointed out by the hon. members for Halifax and Amherst that the effect of the first clause of this Bill was to repeal *in toto* the whole of the fifth section of the Civil Service Act of 1882 on the same subject, and therefore would leave no provision for the payment of the examiners. That turned out to be the correct interpretation. The only change in the Act that was desired was the adoption of the fourth sub-section of the fifth section, and he therefore moved to strike out the first enacting clause and the first three sub-sections thereof and leave only the fourth sub-section.

The motion was agreed to.

HON. MR. MCMASTER, from the Committee, reported the Bill with an amendment which was concurred in.

The Bill was then read the third time and passed.

INDIAN ACT AMENDMENT BILL.

THIRD READING.

The House resolved itself into a Committee of the Whole on Bill (87) "An Act further to amend 'The Indian Act, 1880.'"

In the Committee,

HON. SIR ALEX. CAMPBELL said that after conferring with the officers of the Indian Department a new clause had been prepared on the subject of ammunition, which he would submit to the Committee. It was as follows:—

"2. The Superintendent General may, when he considers it in the public Interest to do so, prohibit, by public notice to that effect, the sale, gift, or other disposal, to any Indian in the Province of Manitoba or in any part thereof, or in the North-West Territories or any part thereof, of any fixed ammunition or ball cartridge; and every person who, after such notice, without the permission in writing of the Superintendent General, sells or gives, or in any other manner conveys to any Indian in the section of country thus prohibited any fixed ammunition or ball cartridge, shall incur a penalty of not more than two hundred dollars, or shall be liable to imprisonment for a term of not more than six months, or to both fine and imprisonment within the limits aforesaid, at the discretion of the Court before which the conviction is had, and every offender against the provisions of this section may be tried in a summary manner by two Justices of the Peace or by any Stipendiary or other Magistrate having the power of two Justices of the Peace."

The effect of this would be that if in any district in the North-West there should be any indication of disturbance or any necessity for this measure the Superintendent General would have the power to put it in force; but the normal state of things would be that it should not be enforced. The hon. member from Manitoba, who was present when this was being discussed, pointed out that in some parts of the North-West, particularly the extreme North-West, it was almost impossible for the Indians to live unless they had this fixed ammunition, and it was not intended to interfere with them because ammunition was with them a necessity of life. The officers of the Department had also pointed out that if disturbances should arise, as was sometimes apprehended, they would probably occur towards the south, so that it was thought by allowing the Superintendent

General to exercise the power of proclaiming a district, he could prohibit the sale of arms in that district, and it would probably meet the case.

HON. MR. PLUMB wished to know if this Bill would apply to the large number of Indians in British Columbia and in the territory east of Manitoba.

HON. SIR ALEX. CAMPBELL said this Bill applied to the Indians in the territory east of Manitoba, but not to the Indians of British Columbia.

HON. MR. MACDONALD asked if it would not be wise to prohibit the sale of breech loaders and repeating rifles?

HON. SIR ALEX. CAMPBELL said there were a good many of those repeating rifles now in the hands of the Indians. It would be difficult to prevent the sale of them in Winnipeg or any place where they were in store, and elsewhere they could hardly be procured by the Indians.

The clause was adopted.

HON. SIR ALEX. CAMPBELL said he proposed to amend clause 3, as follows:—

"Every Indian or other person who engages in or assists in celebrating the Indian festival known as the 'Potlatch' or in the Indian dance known as 'Tamanwas' is guilty of a misdemeanor, and shall be liable to imprisonment for a term of not more than six nor less than two months in any gaol or other place of confinement; and any Indian or other person who encourages, either directly or indirectly, an Indian or Indians to get up such a festival or dance, or to celebrate the same, or who shall assist in the celebration of the same, is guilty of a like offence, and shall be liable to the same punishment"

The objections to the clause as it stood were that it did not sufficiently strike at the white man who might assist and stimulate these potlaches. He proposed to remove that objection. Then the hon. members from British Columbia and Halifax seem to think that it was undesirable to legislate at all in this direction, but that it would be better to leave the suppression of these potlaches to the missionaries and to moral suasion. The House would remember that among the letters he had read yesterday was one from a Roman Catholic Priest recommending legislation, and one from a Methodist Minister who thought improvement could be effected by moral suasion, and the influence of religion amongst the Indians. The officers of the Department in British Columbia thought it desirable to have legislation. The House would observe that the penalty under this clause was not a heavy one, and it would only be enforced in a spirit of mercy. No great harm could result from it even though it should prove a failure. One hon. gentleman from British Columbia had suggested that the operation of the Act should be postponed for a time, in order that the Indians might prepare for the change; he therefore proposed to introduce a clause to provide that the Act should not go in force until the first of January next.

HON MR. ALMON—At what time of the year does the potlach usually take place?

HON. MR. NELSON—Generally in the fall of the year.

HON. MR. DICKEY—I regret that my hon. friend in considering this clause did not go a little further and allow the matter to stand as it is now. I think it is to be regretted for several reasons, in regard to these Indians as with regard to a great many other of Her Majesty's subjects, that we are apt to have too much legislation. In this particular instance it is worse than useless to have an Act which cannot be enforced. I do not object to any particular parts of those Acts which afford protection to the aborigines from the encroachments of the whites; but it is to be regretted that we should go so far as to interfere with their games and amusements, their festivals and dances. Of course the responsibility for this legislation rests with the Government who, I daresay, feel in exercising that responsibility that they are pursuing the best course. While we are on that subject the House will perhaps permit me to refer to a matter that is germane to this legislation, because it applies to the North-West Territory. On former occasions I referred to the unpatriotic course of certain persons in the North-West, who had passed resolutions and published their shame to the world that the North-West was not a fit place for any

one else to go to, and warning all persons from going there. I am happy to be able to have an authority, which a friend has put into my hand, as regards those sham patriots, and sham farmers, many of whom have no interest in the soil whatever, to bring before the House and the country the opinions of the real farmers of the North-West. I will read from the Winnipeg *Free Press* correspondence giving an account of a meeting which has taken place in one of the finest farming districts of the North-West, the Oak River settlement. It is thus described :—

OAK RIVER DISTRICT.

Correspondence of the Free Press.

At a meeting of farmers held at Viola Dale, Oak River District, March 25th 1883, for the object of discussing the resolutions passed by the (so called) Farmers' Union Convention lately held at Winnipeg.

It was thought by all present, that it was now time for the *bona fide* farmers to speak for themselves, and that they could not too strongly condemn the course pursued, and views enunciated by a set of paid agitators and political demagogues presuming to speak in the name of the farmers of this country, whose views they do not at all represent.

After discussion it was moved by F. Midleton, J. P., seconded by Caton Willis, and carried unanimously, that

Whereas, we the undersigned farmers, irrespective of politics, having read with surprise the anti-immigration resolution of the (so called) Farmers' Union at their recent convention in Winnipeg, beg to enter our solemn protest against it, believing the same to be entirely false.

Caton Willis, F. Middleton, Alfred E. Brown, John Murray, Robert Hamilton, Jeremiah Pangman, John Styles, Thomas Lerins, James Scott, Jacob Lerins, Thomas Kidd, Peter Murray, Daniel R. Brown, John Kidd, Thomas Grierson, W. A. Kidd, J. F. Brown, H. Harrison, J. Looker. M. McMillan, Robert Gunning, John Scott, George Scott, James Marshall, James Little, Arthur King, John Snell, William Milson, Thomas Walker, John Jackson, Josiah Gamey, Thomas Macdonald, William Beamish, Walter Leif, Robert McConnel, Richard Beamish, Robert Beamish, Albert Leif, Robert McDonald, senior, Robert McDonald junior, George Robertson, J. J. Elliott, T. C. Jackson, Richard Rudd, Robert Squire, Charles Hoy, William Scott, John Smith, T. M. Hamilton, George W. Hazlewood, Joseph Andrew, Mark Ederington, George Tackaberry, James Howie, James Milne, William Leif, Reuben Pangman, Thomas Benson, W. L. Brown, John McConnell, Allan Marshall, Peter Warren, Joseph Warren, A. Curry, C. Curry, Wm. H. Hazlewood, James Anderson, William Hern, R. W. Brethomy, Thomas Wood, Henry Stinson, John Levins, W. J. Pangman, William Hogeland.

I thought it not improper, even at this stage of the session, that the House and the country should be put in possession of the very best answer that can be given to the efforts of those unpatriotic men.

HON. MR. MACDONALD—Although I do not believe that much benefit will be derived from this section, I am quite willing to let it go. There is one place where some little good may be done, and that is near Victoria, where there is a village, and where the police may have power to carry out the law ; and if this custom is stopped there it may be prevented in other parts of the country.

HON. MR. NELSON—One of the advantages of giving this length of time for the Act to come into operation will be to allow the Indian agents in British Columbia an opportunity to spread a knowledge of it amongst the Indians, and that it is likely to come into force. They might also find out in that way whether the Indians are likely to obey it, and if it can be found out by enquiries of the agents that it will be impossible to enforce the law, the Government by that time may think it well to repeal the law.

HON. MR. ALMON—I am very much opposed to any law that will interfere with the customs and prejudices of the Indians. This potlach is a sort of love-feast, similar to that practised by certain denominations of Christians. I think this clause is one of the things which in our profession we term *nimia diligentia medicorum* (too much physicking). If the Indians were left more to themselves it would be very much better. Every one knows that our Indians respect the British laws much better than the tribes on the other side of the line respect the laws of the United States, but if we try to put down their customs by legislation instead of by Christian and moral teaching we shall find that we are taking a step in the wrong direction. We are giving way to a little sentimentality, and I for one shall record my vote against doing away with potlaching by force of law.

HON. MR. KAULBACH—Love-feasts of all kinds are demoralizing in their

character, and potlaching is especially so, and it seems to me that if the Missionaries have failed in the course of a quarter of a century to put down this custom by their influence, we should not refuse to assist them by granting the legislation that is asked for, to do away with a custom which certainly ought not to exist in a civilized province in the present day.

The amendment was agreed to on a division.

HON. SIR ALEX. CMPBELL said that with a view to carrying out the suggestion of his hon. friend from St. Boniface, he wished to amend the 20th section to provide that the widow of an Indian should forfeit her interest in the estate of her hesband if she married again.

HON. MR. POWER suggested that the widow of an Indian should not be placed in a worse position than the widow of a white man who married again. The provision might be modified so as to provide that she would forfeit her right only if she married out of the band.

The clause was agreed to without amendment.

HON. MR. DEBOUCHERVILLE, from the Committee, reported the Bill with certain amendments, which were concurred in; and the Bill was then read the third time and passed.

INDIANS OF CANADA PRIVILEGES BILL.

THIRD READING.

The House resolved itself into a Committee of the Whole on Bill (22) "An Act for conferring certain privileges on the more advanced bands of the Indians of Canada, with the view of training them for the exercise of municipal powers."

In the Committee

On the 5th clause,

HON. MR. MACDONALD suggested that municipal elections under this Bill should be conducted by open voting, as the Indians would not understand the ballot. He thought the Bill was a step in the right direction, as the Indians had declined to go back to the old system of electing Chiefs, and the Act of 1880 had proved a failure.

HON. MR. DE BOUCHERVILLE, from the Committee, reported the Bill without any amendment.

HON. SIR ALEX. CAMPBELL moved that the Bill be read the third time presently.

The motion was agreed to, and the Bill was read the third time.

On the motion that the Bill do pass,

HON. MR. PLUMB said: Before this Bill passes I wish to say a few words. I was speaking on this Bill the other day, and congratulating the Government upon having made a provision by which ultimately, I trust, the more advanced and cultivated bands of Indians will be entitled to larger privileges than even this Bill confers on them, and that they might by and by be admitted to the full privileges of citizenship. I have heard with much regret that by an Act which has been passed in one of our legislatures, those bands are cut off from any hope, while that legislation is on the Statute book, of reaching that condition. I understand that an Act has been passed which prevents absolutely the exercise of the suffrage by any Indian who belongs to any band that receives pay from the Government. A more unjust thing cannot possibly be done, if it is true. The Indians in receiving subsidies from the Government are simply drawing the interest on their property which the Government holds in trust for them. They are not eleemosynary recipients of money. They are not owing their subsistence to charity; they are fully entitled to the interest upon the investments which have been made from the sales of their properties, or for any funds that have been set apart for them. I think it is a great hardship if they are to be deprived of any privileges because they simply receive what is their own, and I trust that the House will pardon me for having called attention to this. I feel very much pleased that the Government have taken in hand the improvement and amelioration of the political condition of the Indians, and I

trust that some way will be found to relieve them of this disability, in the Franchise Bill which we are probably to have next year, when the Government will take, I trust, into its own hands and deal efficiently with the election and qualifications and manner of voting for those who represent, in the other House, the different constituencies of this Dominion,—placing all upon one broad basis where they will not be subject to the differences or to the caprices of legislation in the different Provinces, where frequent changes are made, and where those changes are not always made, I think, in the interests of those who are represented by the Parliamentary franchise.

The motion was agreed to, and the Bill passed.

CONSOLIDATED RAILWAY ACT AMENDMENT BILL.

FIRST, SECOND AND THIRD READINGS.

A message was received from the House of Commons with Bill (135) "An Act further to amend the consolidated Railway Act 1879, and the Acts amending it."

The Bill was read the first and second times and referred to a Committee of the Whole House.

In the Committee,

On the 2nd sub-section of clause 5,

HON. MR. POWER thought it was becoming too general a practice to appoint commissioners outside Departments; those commissions were attended with considerable expense, and he thought the investigation might be better made if officers of the Departments were sent down to enquire into the matters in dispute.

HON. SIR ALEX. CAMPBELL said the railway companies would not be content to leave the matter altogether to an officer of the Department, as they expected an arbitration by those who might be considered as experts, and it was thought best to make the provision in question.

The sub-section was adopted.

On the 9th section,

HON. MR. POWER referred to the penalty imposed upon a person upon whose property a gate might be left open, and pointed out that if a stranger came along and carelessly left such a gate open, as the Bill read the owner would be liable to have an action taken against him, even though he knew nothing of the opening of the gate and had no control over the person through whose carelessness an accident might happen. He thought it should be a good defence for such owner if he could show that the gate had been left open by some one not in his employ or under his authority,—putting the onus upon the owner of proving that.

HON. SIR ALEX. CAMPBELL thought that such carelessness generally occurred on the part of some person in the employ of the owner.

HON. MR. POWER said if the gate should be left open by his servant or anyone for whom the owner is responsible, he should be liable, but farmers could not keep men at those gates all the time, and it was rather a hard measure to make them liable for what, perhaps, some mischievous neighbor might do.

HON. SIR ALEX. CAMPBELL considered that the owner should have his gate so fastened that it could not be opened, and if an accident occurred it was well that the responsibility should be attached to some one; a man was supposed to look after his own property and see that his gates were not left open.

HON. MR. POWER thought it a very serious matter, as there were a great many properties throughout the country adjoining railways, and the consequence of that provision might be very hurtful to innocent people. He suggested that the Minister should take it into consideration, and that the third reading might stand over until a later period. His opinion was that the owner should be liable unless he could show that the gate was left open by someone not in his employ or controlled by him. It was impracticable, in his opinion, to make farmers keep their gates locked and carry their keys about with them.

HON. MR. ALMON instanced the fact that owners were liable to be fined if their

cows strayed away and were placed in pound; and until such fine was paid they could not regain possession of the animal. He thought, in the same way, if cattle strayed upon the railway track, through not being looked after properly, and accident resulted therefrom, the owners of such cattle should very properly be subject to penalty.

HON. MR. DEVER thought it was a very serious matter that the owner of the land should be open to action and damage when, for instance, a tramp might take down the bars or leave the gate open so that cattle could get out and cause accidents upon railway lines. Then, again, farmers often rented their property, and in such cases it would be harsh to pursue them simply because they were the owners of the land, when perhaps the fault might lie with those over whom the owners had no power.

HON. MR. KAULBACH said that a person might maliciously and deliberately tear down fences, and if damage occurred, it seemed unfair that this iron rule should be enforced, and that a man who was not guilty in any way should be liable to damages for the criminal act of another. The damages often would be very large, and in some cases might eat up all the farmer possessed.

HON. MR. SKEAD instanced a case in which someone had carelessly left a gate open upon his (Mr. Skead's) property and the result was that several valuable horses strayed upon the track, and three of them, worth $250 each, were killed. The gate, which was provided by the railway company, was simply fastened with a piece of wire, and though so miserably secured, he was unable to bring any action against the company for the injury he had sustained. He thought the gates were not properly constructed, hung or fastened, and considered they should be so built that when they were opened they would fall to with their weight. He thought it very hard that farmers should be compelled to suffer through the fault of strangers who might cross their lands and leave these gates open.

HON. MR. SCOTT thought it very important in the interests of the travelling community that cattle should not be allowed to stray on the railway track, but that every possible precaution should be taken against such an occurrence. The Bill provided that where a gate had been left open the farmer should be liable to a penalty of $20, but it was well known that those penalties were not followed up in the great majority of cases, and it was only where public attention had been called to some serious accident that those penalties were enforced. He thought the House might, with all fairness, let the clause stand, as in any case of action brought against individuals by companies, experience had proved that juries invariably gave it against the companies.

HON. MR. FERRIER thought that farmers should put locks upon these gates so that individuals could not open them in a careless way, and so endanger the lives of perhaps 100 passengers by allowing cattle to stray upon the railway track. The expense of placing locks upon those gates—as there were not more than perhaps two, openings opposite a railway upon anyone farm—would not be very great, and might prevent many accidents.

HON. MR. KAULBACH said it was very well for one interested in railways to take such grounds, but there were others who had some interest in the matter under discussion, and he considered it would be a hardship, in many cases, if the Bill were adopted as it stood. Even with locks upon the gates, any malicious person, if so disposed, might open the gates or knock down the fences,—yet the farmer would be subject to loss for that act of his enemy. With regard to juries, if cattle had escaped through a gate, whether opened maliciously or otherwise, whether a lock had been upon it previously or not, they would follow the law and find a verdict according to law upon the facts.

HON. MR. HAYTHORNE, while in favor of every precaution for the preservation of human life, thought that property-holders were entitled to some respect from the House. The owners of property intersected by railways were at a great disadvantage. In the older countries, railway crossings were either above or below

the railway, and level crossings were the exception, and not the rule. Level crossings were American institutions, and farmers were at a great disadvantage, for unless their gates were kept continually locked, they were always liable to having them left open by trespassers. At one time of the year sportmen were continually about, and at other periods people were hunting for berries, and they were notably careless about closing gateways after them; in fact, there were always persons trespassing upon the farmer's lands, and consequently they were exposed daily to accidents over which they could have no possible control, except by putting on locks and chains, which, though a comparatively easy thing to do, would still be attended with inconvenience. The Bill had been brought down in a great hurry, and it was almost impossible to consider it and see if sufficient protection had been given by this provision.

HON. MR. PLUMB said that the gates and crossings were provided by the railway companies, and it only rested with the farmers to see that they were properly secured. Incalculable damage had been caused through carelessness about closing those gates and the escaping of cattle, which were frequently run over by trains. Referring to the remarks of the hon. gentleman from Lunenburg, he thought the penalty should not be absolutely upon the farmer, but that there should be proof that the leaving open of the gate had occurred through carelessness or wilful negligence, because otherwise a man might be exposed through the action of a malicious neighbor, to serious penalty, and some slight provision should be made for such a case. He thought with the hon. gentleman from Ottawa that the protection of the agricultural interest might very safely be left with the juries, as he believed full justice would be accorded to them as against corporations.

HON. MR. READ knew of an instance where a railway ran alongside the road for from five to ten miles, and all the people living on one side had to cross two roads in coming to or going from their houses. The gates which afforded access to these roads were used by all the strangers who came along, pedlars, tramps and others, and it was possible at any time, through their carelessness, that these gates might be left open, and it would be most unfair that the owner of the property should be visited with heavy damages when the fault lay, perhaps entirely, with a tramp or pedlar whom he had never seen.

HON. MR. KAULBACH said that if the suggestion of the hon. gentleman from Niagara were adopted it would meet the views of the hon. gentleman from Belleville.

HON. MR. POWER thought that that might deal with the penalty, but it would not deal with a suit for damages, and suggested to the Minister that the onus to prove his innocence should be put on the owner of the land. Some such words should be added to the clause as the following, "unless such owner or occupier proves that he has been quilty of no such negligence in leaving the gate open." He thought that would meet the views of the hon. gentleman from Niagara and the other gentlemen who had spoken.

HON. SIR ALEX. CAMPBELL suggested putting in the words "wilfully or carelessly left open."

HON. MR. KAULBACH thought that would not apply to both penalty and damages.

HON. MR. SCOTT considered that if the words suggested by the Minister were inserted, the Bill would not be worth the paper it was written on, as it would be impossible to prove that the opening of the gate had been carelessly done, and no man would be supposed to have done it wilfully and maliciously. The Bill was intended to make people careful, the gates were constructed by the railway company, and it was the duty of the farmer or other holder of the land to look after his own gates, while it was the duty of the House to look after the interests of the travelling public.

HON. SIR ALEX. CAMPBELL thought perhaps it would be better to leave the clause as it stood.

HON. MR. POWER considered the amendment suggested by the hon. gentle-

man from Niagara had met the views of the whole House, and he had given the substance of that amendment in the words which he had suggested should be added to the clause, and which he thought would sufficiently meet the point.

HON. SIR ALEX. CAMPBELL thought the hon. gentleman from Ottawa was right, and if the language which he had suggested was inserted, it would destroy the clause.

HON. MR. KAULBACH was surprised to find the Minister of Justice so much under the influence of the member from Ottawa. He thought it was necessary to be careful of those railway companies, and considered that the farmer should not be injured as was proposed.

HON. MR. POWER moved that the clause be amended by adding the words just mentioned by him, namely, "unless such owner or occupier proves that he has been guilty of no negligence in leaving the gate open."

The Senate divided on the amendment, which was declared lost, and the clause was then adopted.

HON. MR. READ said that the carrying of the clause illustrated the trouble arising from Bills being brought down at the last moment of the session; he considered the practice fraught with a great deal of danger.

HON. MR. GIRARD, from the Committee, reported the Bill with several amendments, which were concurred in.

HON. SIR ALEX. CAMPBELL moved the third reading of the Bill, as amended.

HON. MR. POWER—I beg to move in amendment, that the following be added at the end of the 9th clause :—

"Unless such owner or occupier proves that he has been guilty of no negligence in connection with the leaving of such gate open."

I regret that time has not been taken to prepare a clause embodying the sentiment of this amendment as it might have been prepared; but as the Government have brought this important measure down at this late period of the session, we have only to do the work as well as we can. The hon. gentleman from Ottawa and some other hon. gentlemen have spoken of the liabilities of railways, and the necessity for protecting the travelling public. I think we should not forget the rights of private owners of lands either. A railway company come along; they take right of way through a farmer's land, or the land of any other man, especially that of the farmer, against his will; they open a road through his property, and then they put on insufficient gates to enable him to get across the track from one portion of his land to the other.

HON. MR. ALMON—They pay him for it.

HON. MR. POWER—Sometimes they do, and sometimes they do not. At any rate they take the right of way against his will, and now we propose to pass an Act which will render the farmer liable, if a servant of the Railway Company were to leave the gate open, for a penalty, and damages too. I think it is a violation of the English law altogether, that a man should be made liable to a penalty and an action for damages, where he is able to establish that he has been guilty of no negligence or laxness whatever. I think the amendment that I submit is the least protection that can be given to the owner or occupier of land. Surely if the owner is able to establish that neither he nor anyone under his control has left the gate open that should be enough; he should not be liable to a penalty or damages.

HON. SIR ALEX. CAMPBELL—They never could get a verdict if that was the case.

HON. MR. POWER—In the first place in a great many Provinces juries have been almost abolished in civil cases, and under this Act neither Judge nor jury has any option. It does not give the owner any way out of it. It says: "and the owner or occupier of any such land on which any such gate shall be unlawfully left open as aforesaid." It does not say by whom it may be left open, by the servant of the railway or a stranger :—"shall be liable to the Railway Company for any damage to

the property of the company, or for which the company is responsible, by reason of such gate having been left open."

Surely it is not going too far to give the owner a chance to show that he is not guilty, and that somebody else is. Suppose he proves that a servant of the Railway Company is guilty, surely the farmer should not be liable then, and that is all that this amendment proposes, and I do not see how anyone can vote against so reasonable a provision.

HON. MR. KAULBACH—It seems to me that the whole principle of this clause is wrong. You impose a penalty upon a man for what he may be absolutely innocent of. He may have done no wrong, either himself or by his agents, yet you punish him severely. As my hon. friend has said, it very often happens that more damage than good is done to a man's farm by a railway passing through it. The owner of the land may exercise all reasonable precautions, yet because some tramp, or some malicious person who wishes to ruin him, leaves his gate open and drives his cattle on the track, even though all that should be established by evidence, the poor farmer is to be held liable. If his cattle are killed he must suffer not only that loss but also punishment for the malicious act of some person, done without his knowledge. That is striking at the very foundation of the liberty of the subject. Such legislation is absurd—it is monstrous, and I hope the House, notwithstanding any influence that may be exercised on behalf of the Railway Companies, will accept this amendment. I am willing to go as far as any one can reasonably ask to protect the travelling public, but I do not believe in legislating to punish innocent men. The farmer may lose in addition to the cattle killed, his whole farm, because the damage done may amount to more than the value of his whole property; and all this may happen for something done, not only without his knowledge, but in spite of every precaution he may have taken to prevent it. The amendment leaves the onus on the farmer to prove his innocence. Generally a man is presumed to be innocent until he is proved guilty, but under this amendment the accused must prove his own innocence.

HON. MR. READ—No doubt the travelling public are entitled to protection against accidents, but for that purpose the Railway Companies keep section-men who are continually going up and down the track, early and late, to see that everything is right. If a man leaves his gate open and his cattle stray on the track, they are likely to be killed: surely it is penalty enough if he loses his cattle. It will not be denied by gentlemen who are paid by Railway Companies to advocate their claims on the floor of this House that if the farmers leave their gates open and the cattle get on the track the cattle are killed. The Railway Company build their road where it suits them, and they require a man, through whose land it runs, to shut his gates every time he passes over the track. This clause goes so far as to say that a man is guilty until he proves himself innocent. It reverses the principle of the English law which assumes that every man is innocent until he is proved guilty. Surely if a man has done all that he can to prevent accidents he should not be held responsible for the malicious conduct of others. I know cases where many men live within a mile or so of the track but have to cross it every time they go to the public road. Surely it is enough in such cases if a man shuts the gates and requires his servants and agents to do the same. And if through the malicious act of some other person the gates are left open and his stock stray on the track and get killed, surely it is enough for him to lose his cattle without suffering additional punishment.

HON. MR. WARK—I have seen a cow lift a gate off the hinges with her horns: surely the owner ought not to be prosecuted for the act of his cow.

HON. SIR ALEX. CAMPBELL—In that case it would not be left open by the owner, but by the cow.

HON. MR. WARK—Still, under this Bill the owner would be liable to punishment for it.

HON. MR. O'DONOHOE—It occurs to me that we are at a great disadvantage in discussing a Bill which is not before us, but if the clause be such as I apprehend

it is, that a farmer is to be held liable whether the act be done by himself or by a stranger, I think it is extremely unjust. It is sufficient to hold him responsible for his own act, or the act of his servant or his agent, but to hold him liable for the act of a stranger who may leave his gate open is, it seems to me, opposed to every principle of right and justice. The provision would be amply stringent on the farmer if you make him liable for the acts of himself, his servants or agents, but it is going too far to hold him liable in case a man on horseback crossing his land, or a hunter, should leave his gate open without his knowledge. It is exceedingly unjust and a measure which the hon. Minister who has charge of the Bill should not press on the House. I trust that every hon. gentleman in this House will oppose the passage of a Bill containing a section of that kind, and more particularly when we have not the text of the Bill before us so that we can judge of it in its entirety. I therefore hope that the section will be amended so that the farmer or person owning the property will only be held liable for the act of himself, his agents and servants.

The Senate divided on the amendment which was rejected by the following vote :

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Hon. Messrs.

Bellerose,	Pelletier,
De Blois,	Power,
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McKay,	Wark.—11.
O'Donohoe,	

NON-CONTENTS :

Hon. Messrs.

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Baillargeon,	Macpherson,
Campbell (Sir Alex)	Miller (Speaker),
Dever,	Montgomery,
Ferguson,	Nelson,
Ferrier,	Plumb,
Flint,	Ross,
Girard,	Scott,
McKindsey,	Turner,
McMaster,	Vidal.—21.
McMillan,	

The Bill was then read the third time and passed.

QUEBEC HARBOR GRAVING DOCK BILL.

FIRST, SECOND AND THIRD READINGS.

Bill (119), "An Act to authorize the advance of a further sum for completing the graving dock of the harbour of Quebec, was introduced and read the first time.

HON. SIR ALEX. CAMPBELL moved that the Bill be read the second time, at length, at the table.

The motion was agreed to, and the Bill having been read at length,

HON. SIR ALEX. CAMPBELL moved that the Bill be read the third time presently.

HON. MR. POWER—Before the motion is put, I wish to make an observation which suggested itself to me on the introduction of this Bill. Some hon. members are probably aware that for some time past the City Council, the leading merchants, and the representatives of the City of Halifax in the House of Commons, have been endeavoring to make arrangements with the Government for the construction of a graving dock at Halifax harbour. The application was made, I think, to the Minister of Public Works ; the matter came up before him, and I cannot understand why the Government have altogether declined to do for the City of Halifax what they have been doing, to a very great extent indeed, for the City of Quebec.

The motion was agreed to, and the Bill was read the third time and passed.

MANITOBA JUDGES' SALARY BILL.

FIRST, SECOND AND THIRD READINGS.

Bill (149) "An Act to provide for the salary and travelling allowance of an additional puisne Judge of the Court of Queen's Bench of the Province of Manitoba," was introduced and read the first time.

HON. SIR ALEX. CAMPBELL moved that the Bill be read at length the second time at the table.

The motion was agreed to, and the Bill having been read,

HON. SIR ALEX. CAMPBELL moved that the Bill be read the third time presently.

The motion was agreed to, and the Bill was read the third time and passed.

QUEBEC HARBOR TIDAL DOCK BILL.

FIRST, SECOND AND THIRD READINGS.

Bill (148) "An Act to make further provision towards the completion of the Tidal Dock in the Harbor of Quebec" was introduced and read the first time.

HON. SIR ALEX. CAMPBELL moved that the Bill be read the second time at length at the table.

The motion was agreed to, and the Bill having been read,

HON. SIR ALEX. CAMPBELL moved that the Bill be read the third time presently.

The motion was agreed to, and the Bill was read the third time and passed.

MARINE AND FISHERIES DEPARTMENT'S BILL.

FIRST, SECOND AND THIRD READINGS.

Bill (140) "An Act respecting the Department of Marine and Fisheries" was introduced and read the first time.

HON. SIR ALEX. CAMPBELL—This is a Bill to divide the Department of Marine and Fisheries into two Departments under the one head, but giving each department a deputy-head, and giving power to each deputy-head to carry on the affairs of the department under his control. I move that the Bill be read the second time at length at the table.

HON. MR. POWER—I notice that there is no power given to the Minister to appoint any other officers than those now in the Department. I am glad to see that the Government intend to make this division a more economical one than in the former instance.

The motion was agreed to and the Bill was read the second time.

HON. SIR ALEX. CAMPBELL moved that the Bill be read the third time presently.

HON. MR. SCOTT—It does seem to me that this Bill has been specially prepared for the purpose of giving increased salaries and a higher status to certain officers in the Civil Service. It did not seem to me, from my knowledge of the Department in the past, that the officers were overworked, or were unequal to the duties devolving upon them, or that any other reason existed to justify the division of the Department into two separate departments. The same officer in each department will preside over the business, and there can be no possible reason for this legislation other than the one I have mentioned. The hon. gentleman from Halifax has observed that he is glad to see there are no increases to be made; I presume that the opportunity for increases is afforded by this Bill. There is no limit to the number of clerks to be employed, and it practically enables the head of the department to add any number that he thinks proper to the staff which I think, at the present moment, ought to be quite equal to the duties of that branch of the public service.

HON. MR. KAULBACH—I am glad that this Bill has been introduced. I do not think it is anything new, because I remember some years ago this proposal was made by the gentleman who was Minister of Marine & Fisheries before the late Government came into power. No doubt the duties of that office have become very onerous since that time, by reason of the rapid development of the resources of the country, and it is difficult to ascertain to what department certain branches of the service should belong, and with what particular officer certain business should be transacted. The offices of Marine and Fisheries seem to conflict very much, and I think, under the proposed arrangement, the business of the country will be very much better conducted. I regret very much that we have lost the services of Mr. Whitcher in the Fisheries Department, and I hope by some means or other the country will again have the advantage of his extensive knowledge of that Department and his many years' experience. His services during the negotiation of the Washington treaty should not be forgotten by the country. It is a pity that we should lose the services of a gentleman so familiar

with the fisheries of the country, or that we should allow them to be secured by rivals on the other side of the border.

The motion was agreed to, and the Bill was read the third time and passed.

THE TARIFF AMENDMENT BILL.

FIRST, SECOND AND THIRD READINGS.

Bill (142), "An Act further to amend the present tariff of duties of Customs," was introduced and read the first time.

The Bill was then read the second and third time and passed.

HON. SIR ALEX. CAMPBELL moved that when the House adjourns to-day it stand adjourned until 10.30 a. m. to-morrow.

The motion was agreed to.

The Senate adjourned at 5.40 p. m.

THE SENATE.

Ottawa, Friday, April 18th, 1884.

The SPEAKER took the Chair at 10.30 a.m.

Prayers and routine proceedings.

PROROGATION OF PARLIAMENT.

MESSAGE.

THE SPEAKER read a message from the Governor-General's Secretary announcing that His Excellency would prorogue Parliament to-morrow at three o'clock.

PUBLIC LOAN AUTHORIZATION BILL.

FIRST, SECOND AND THIRD READINGS.

A message was received from the House of Commons with Bill (156), "An Act to authorize the raising by way of loan of certain moneys required for the public service."

The Bill was read the first time.

HON. SIR ALEX. CAMPBELL moved that the Bill be read the second time at length at the Table. He said: This Bill is to reimburse the consolidated fund for certain moneys which have been advanced from time to time under an agreement made in 1881 to redeem small loans. The recital of the Bill explains it.

The motion was agreed to

HON. SIR ALEX. CAMPBELL moved that the Bill be read the third time.

HON. MR. SCOTT—I notice in the Bill that the sum of £961,700 sterling of those moneys that originally stood in the way of loan had been paid out of the surplus revenues of the Dominion. Now it is proposed to recoup the consolidated fund for the sum thus paid out. Is not that a very unusual proceeding? The Government have been taking credit for reducing our debt by paying off small loans out of the surplus. It seems to me, from a hurried reading of this Bill that this is a proposition to get back the money thus paid out. I can understand that if, during the recess, a loan falls due for which no provision has been made, it should be paid out of the revenue fund for the fiscal year, but I do not quite see the soundness of the principle of going beyond the one year. That is a feature of it which seems unusual: so far as the excess over that goes, of course, it is quite proper and right. It is quite proper that small loans should be taken up by a larger loan: we do not propose to pay up our public debt just now.

HON. SIR ALEX. CAMPBELL—The course pursued with reference to this £961,700, and other small sums, is the one originally intended, and the original order contemplated the return to the consolidated revenue fund of the amount which had been advanced, approximating £2,000,000 sterling, the plan being at the time, no doubt, to accumulate these small debts, when they had been paid off and charged to the consolidated fund, and to recoup that amount by a new loan. That course, pursued with reference to the larger items, it is proposed to follow now with reference to the smaller items.

HON. MR. SCOTT—As I read it, the Order-in-Council seems to have contem-

plated that one large loan should be raised for the purpose of taking up those smaller ones, but I do not think it made provision for the contingency that has now arisen—the Government, instead of issuing a large loan, paying these small loans out of the consolidated revenue fund, and being recouped that amount.

HON. SIR ALEX. CAMPBELL—I think so. My hon. friend will see that they are to be recouped for what took place before this accumulation of £900,000 sterling. They are recouped for all paid up to that time, and the original Order-in-Council contemplated that it should be so.

If the hon. gentleman will read the tenth line, he will see that it refers to "the right to redeem the same by one issue of that amount within three years." From the time that the Order-in-Council was passed, up to January, 1882, a good many of these small sums would be paid, all but the £961,700, and they were charged from time to time to the consolidated revenue fund, and paid when the loan took place. That is the course contemplated by the Order-in-Council.

The motion was agreed to, and the Bill was read the third time and passed.

DOMINION LANDS BILL.

AMENDMENTS CONCURRED IN.

A message was received from the House of Commons to return Bill (D), "An Act to amend the Dominion Lands Act, 1883," and to acquaint the Senate that they had made certain amendments to the said Bill, to which they desired their concurrence.

HON. MR. MACPHERSON moved that the amendments be concurred in. He said: Two amendments were made in another place to this Bill, one extending the right which, under the existing law, the pre-emptor has to take a pre-emption lot: that, by the existing law, would expire on the 1st January next; that right is extended for two years longer. It is in the interest of the settler and homesteader. The next amendment is a clause authorizing the Governor-in-Council to aid in the construction of a railway from some point on the Canadian Pacific Railway to some point on the Hudson Bay, and to make a grant of not more than 6,400 acres to each mile of railway in Manitoba, and not more than 12,800 acres per mile for each mile in the North-West Territory. That is a measure which is very much desired by the people of Manitoba, and which the Government and House of Commons have approved of, and which, I have no doubt, will receive the sanction of this House also.

HON. MR. POWER—I rise for the purpose of asking the hon. Minister of the Interior why the Government have changed their policy since this Bill was before this Chamber a few days ago. It may be remembered—probably the hon. Minister will remember—that when this measure was in Committee of the Whole in this House I called attention to the fact that under the existing law the right to pre-empt would terminate on the 1st of January next, and I suggested, in view of the fact that in the Bill now before the House provision was made to allow homesteaders to pre-empt a certain amount of land, that it would be desirable that that provision of the existing law should be repealed or altered in some way, and the Minister informed the Committee that it was not the policy of the Government to repeal the Act, or to make any change in the existing law with respect to terminating the time for pre-emption. Now, I observe that this amendment which we are asked to concur in was moved in the House of Commons by the leader of the Government, and that indicates a considerable change of policy between the time the Bill was in Committee in this House and the time at which it was agreed to by the other House.

HON. MR. MACPHERSON—It is quite true that I did state in Committee that it was not then the intention of the Government to extend the privilege; but it was afterwards thought better that no change should take place at present in the law or the regulation which could be represented in any way, or misrepresented in any way, to tell against the settlement of Manitoba and the North-West Territories; and the Government came to the conclusion that it was just possible that our opponents and rivals for immigration might say that while there was an amend-

ment to the law which made it more favorable to the immigrant than the law of the United States, yet a change had been made which was not in the interest of the settler. Therefore it was thought better, in the interests of Manitoba and the North-West, to extend the time for two years longer.

HON. MR. POWER—I think the change is a great improvement.

HON. MR. SCOTT—The amendment is, of course, a very important one, and in the direction, no doubt, of making the Act more liberal. I rise, however, to call attention to the provision made for the construction of a railway from some point on the Canadian Pacific Railway to Hudson Bay, giving 6,000 acres a mile in Manitoba, and 12,000 acres in the North-West Territory, as a free grant. The Government, I suppose, think they are using this as a safety-valve for the feeling that prevails in the North-West; and it has been a matter of amusement to some of us that the people of the North-West have bitten so freely, that some of them now regard this as the true outlet for the whole country. We are voting some millions of money, and straining the resources of the country to complete the Canadian Pacific Railway as the outlet of the North-West; but before we accomplish that, we are now proposing to encourage the opening up of another route to divert the traffic of the North-West from the 4,000,000 of people who are spending these enormous sums of money in order to open up and develop the North-West, and we are proposing to pass the produce out of that country through an outlet in the direction of the North Pole.

We have heard a good deal of the rivalry between Quebec and Halifax and St. John, and other ports with respect to the eastern terminus of the Canadian Pacific Railway, and the desirability of having the traffic of the North-West come down through Canadian territory to be shipped from Canadian ports on the Atlantic, and it does seem to be somewhat paradoxical that we should all go in, without a dissentient voice, for a project to send all this traffic out in the direction of the North Pole, where there is not a single individual to take any interest in it. I regard it as a delusion, a snare, and to some extent as compromising the Government of this country; because no doubt a considerable sum of money will be spent, lands will be taken up, and the whole thing will finally be pronounced a fizzle and a failure. If it were to be a success, surely the 4,000,000 of people who are taxing themselves to the utmost to build the Canadian Pacific Railway through the North-West are not consulting their own interests, if they are in earnest about it, in diverting this traffic from the older Provinces. We are talking of the small amount of freight between one point and another on the Atlantic ports, yet here we all go in to send the future traffic of the North-West by another direction out of the country. I ask hon. gentlemen if they honestly believe that this route will supersede all other routes? If it will, then the existing routes will have no possible chance of getting this traffic. If it is a success, it is absolutely a success, and there will be practically free trade between ports on the Hudson Bay and Europe, and it is idle to talk of the competition of our railways and canals. I really think that the majority of the people who so cordially support this project look upon it in the same light as I do myself, as a fraud and a deception. We know how difficult the steamers which come in by the St. Lawrence find it to navigate that route late in the season. We know that steamers which are now crossing and recrossing the Atlantic sccessfully keep five or six hundred miles further south to avoid the masses of ice that drift down along our shores from the Arctic ocean; and we are basing our theory of the success of the Hudson Bay route principally on the fact that during a couple of years a single vessel, belonging to the Hudson Bay Company, has succeeded in finding its way by some slow course through Hudson Straits to York Factory, between the time the summer ice had gone down and the forming of the winter ice. On that narrow theory we offer to convey this large land grant to a company to induce the people of the North-West to open an outlet for their produce by Hudson Bay. From my standpoint it seems that the whole thing is insincere, and that it is done for the purpose of saying to the people of the

North-West: "Here we are going to provide you with another outlet for your produce, so you cannot complain of high freight rates." Does it strike one that vessels will trade to any port on the Hudson Bay if they can get no return cargo? Do we not all know how difficult it is to get a fleet of vessels at Quebec, the seaport of four millions of people, to take home our timber, and that it affects the value of the timber of this country, and that the important question to the trade is "shall we have a fleet this year to freight our lumber?" You must have freight both ways to make a route a success. What is it that builds up the American sea-ports? It is the freight both ways. Then, again, it must be remembered that when you go far north a different class of vessels is required from that which navigates to our Atlantic ports. The hon. gentleman from Prince Edward Island and his colleagues are constantly complaining that the Government cannot give them a vessel that is suitable for the navigation of the comparatively short route across the Straits of Northumberland.

The other day, when the Steamer *Northern Light* got out of the ice in the Straits, it was considered a matter of such vast importance that it was made a subject of congratulations by telegram, and the *Northern Light* is a vessel that was built specially for that kind of navigation. We know that the class of vessels that go north for the purpose of getting the whale oil are specially and peculiarly built for that trade. They are not merchant vessels made for carrying grain; and they are not the class of vessels that do freighting from one port on the Atlantic to another; they are peculiar in their construction, and in no way suitable for ordinary trade. Admitting for the moment that navigation might be open for four months of the year, it does not seem reasonable that a fleet of steamers that is to do that trade is to lie up for eight months of the year. I believe that four months or five is the extreme limit that the most ardent advocate of the Hudson Bay route claims that navigation will remain open on that northern route. I have read a great deal of testimony on the subject. A good deal of the evidence is extremely partial, from people who have an interest in the project; people who have hopes of making some money out of this railway, for we all know very well that people who get up projects of this kind do not do so for the love of their country, but from the expectation of making profit out of them. There is not a man who is now interested in the charter we have granted this session who does not hope to make some money out of it; therefore I do feel that the thing is coming to a focus, and I believe it to be my duty to raise my voice against this deception that we are practically carrying on—deceiving ourselves and deceiving other people with false hopes that this Hudson Bay route can be a success. Some years ago when the hon. gentleman from Montreal (Mr. Ryan) brought up the subject in this House, I thought it was a most absurd thing, and I made a few remarks about it then, and cast some ridicule upon it, because, as I then observed, our canal system was not perfect, and our railway system was only in its infancy, and my hon. friend, who is largely interested in concentrating the traffic of the western country in Montreal, as the natural outlet for a considerable portion of it, was most inconsistent. It seemed to me, when he started the ball rolling, that it was a most insane project, but it has grown. It would not have grown with such rapidity if the idea did not exist that the freight rate by rail would be so high as largely to reduce the value of the grain in the North-West. Although the freight rate will be high, I am afraid we shall have to trust for the getting out of the produce of the North-West to the avenues that we ourselves have constructed. Once we get the grain down to Port Arthur by rail, our own vessels will carry it down cheaply to the seaboard. We know very well that railways cannot carry grain as cheaply from Chicago as it can be carried by water. The railways recently, before the opening of navigation, put the rate down to 15 cents a hundred, but they say it does not pay; but there was a prospect of the water ways being opened early, and the railway companies thought it better to get the freight even at a low rate than to allow their rolling stock to lie idle. The North-West would have a cheap outlet by Port Arthur for that period of the year in which grain is moved.

HON. MR. KAULBACH—The hon.

gentleman seems to me to have changed his base entirely. I understood him to be a free-trader in the carrying trade as well as in tariffs; but now he thinks that no company should be chartered or assisted that will interfere with the line which has its outlet through the Lower Provinces. That seems to be inconsistent with the general line of his argument, that you cannot confine the trade of a country to any except natural channels. God made Hudson Bay for some purpose, and it seems to me that purpose was to give easy access to the North-West Territory.

HON. MR. POWER—Is the hon. gentleman from Lunenburg a free-trader?

HON. MR. KAULBACH—I am a free-trader this far, that I do not contend that the trade of a conntry shall be forced through a channel that is not reasonable and natural to it. The hon. gentleman from Ottawa refers to the Hudson Bay route as an absurd project, on which any money that may be expended will be wasted, and he says that those who are promoting it have no object in view, except to make money. The Government are giving them several thousands of acres of land, which is comparatively of little value, and if a company can be induced to construct that line and develop that country by giving them those lands, I think it will be an advantage to the Dominion. He says that Quebec and the Lower Provinces are going to lose by it. I do not believe anything of the kind. If the Hudson Bay route is opened, it will be available for only some four or five months of the year, and it certainly cannot injure the trade of the rest of the Dominion to any great extent. I am sure my hon. friend is taking a narrow view of this matter, and has departed from his well-pronounced policy of free trade in commerce, in railways and navigation.

HON. MR. WARK—I think that this Bill belongs to the class referred to the other day by the hon. Minister of Justice when he admitted that they were only placed on the Statute book to encumber it. It seems to me that this project will never be carried out to success. Hon. gentlemen speak of the navigation through Hudson Bay and Straits as being open for four months of the year. I quoted to the House Mr. Bannerman's statement, made in the British House of Commons, that from seven to eight weeks was as long as that navigation could be expected to be open in one season. I could corroborate that statement by reference to the report of the geological exploration, where there is a record of the seasons in that northern country of 93 years. Mr. Bannerman said that for 150 years those observations had been recorded, and at York Factory a record had been kept of the time of the arrival of the Hudson Bay Company's ship each season, and there never was an arrival at that port before the 1st of August. There were only ten vessels, during the 90 years, that had arrived before the 10th of August, and some had been as late in arriving as the 10th of December. The hon. gentleman from Ottawa has, I think very correctly, stated that no company will be found to build ships and operate a railway under such adverse circumstances. Another fact to be borne in mind is that the crops will not be ready for shipment during the season of navigation, and if the grain is sent out in that way it must remain at some port on Hudson Bay until the succeeding year, with some uncertainty as to its being shipped even then. I would be very glad if the Government would lay their hands on Bills like this, and prevent the issuing of such charters, at all events until a thorough investigation proves that the Hudson Bay route is practicable.

HON. MR. MACPHERSON—The House is no doubt aware that the Government of Manitoba has asked the Dominion Government to make this grant to the company building this railway from Winnipeg to Hudson Bay. I think the Legislature has also asked for it, and the people of Manitoba seem to be unanimous in its favor. Now, what is the Government granting by this Bill? Not any money; only land—land less valuable for agricultural purposes than was granted for the building of the Canadian Pacific Railway. These lands will only be made valuable by the construction of the railway, so that whatever is given to the company will only be made valuable by the expenditure of the company's money in constructing the line. The arguments which the hon.

gentleman from Ottawa has urged against that clause in the Act—for I suppose he was addressing the House upon that clause—might be addressed with great propriety to a company of individuals who proposed to put their money into it as a commercial speculation; but they have no force as against the proposed grant of land for the construction of that railway. It will not be denied that if it is found that the Hudson Bay and Straits are navigable for a considerable portion of the season by steam vessels the opening of that route will be a great advantage to the North-West. It would be a very short route for immigrants coming into that country, and for the outlet of produce, the growth of that country, to be sent to Europe, because there is a vast portion of the North-West Territories which will be north of the country drained by the Canadian Pacific Railway; and if those parties choose to open another route (and I take it for granted they will not do it until after it is ascertained that the Straits are really navigable) that is a matter for themselves and not for the Government. I do not see how this Government and Parliament could refuse to do what the people of Manitoba and of the North-West are so unanimous in asking from them. My hon. friend, I fear, is not sincere yet in his belief in the great future of the North-West country. I am afraid he still doubts the real progress that that country is making, as he seemed to doubt the possibility of constructing the Canadian Pacific Railway in the short time it is being constructed. He says there can be no trade to the Hudson Bay for twenty-five years that will bring shipping there.

HON. MR. SCOTT—That will bring fleets both ways.

HON. MR. MACPHERSON—We know the rapidity with which that country can be brought under cultivation—more rapidly than other portions of our Canadian territory, and only equalled in that respect by the prairies of the United States. Twenty-five years of prosperity in that country will bring about a change that the most sanguine in this Chamber does not dream of to-day.

The motion was agreed to and the amendments were concurred in.

READJUSTMENT OF PROVINCIAL SUBSIDIES BILL.

FIRST, SECOND AND THIRD READINGS.

A message was received from the House of Commons with Bill (154) "An Act to readjust the yearly subsidies to be allowed by Canada to the several Provinces now included in the Dominion."

The Bill was read the first time.

HON. SIR ALEX. CAMPBELL moved the second reading. He said: This Bill involves a good deal of money, but its object is to adjust, on principles which are perfectly fair, the subsidies to all the Provinces. It will have the effect of increasing the subsidies to the Provinces as follows:

	Yearly Increase.	Capital.
To Ontario and Quebec jointly....	$269,875 16	$5,397,503 13
Nova Scotia....	39,668 44	793,368 71
New Brunswick..	30,225 97	604,519 35
Manitoba.....	5,541 25	110,825 07
British Columbia	4,155 39	83,107 88
P. E. Island....	9,148 68	182,973 78

They will receive these amounts annually in addition to their revenues at present, so far as those revenues are derived from the Dominion. It is carrying out in fact, the principle which was acknowledged in 1873. It is carrying it back to the date of Confederation. By the Act 46 Vic. chap. 30, the debts allowed to the several Provinces were increased proportionately, to the increase of debt as stated by the Public Accounts as due by the late Province of Canada. Owing to certain ambiguity in the phraseology of the Act, although the increase only came into effect from the first of July 1873, it might be considered that it should have come into effect as from the date of Confederation, July 1st, 1867. The purport of the Bill now before Parliament to readjust the subsidies payable to the several Provinces is, in effect, to capitalize the several amounts due to the older Provinces as if the Act of 1873 had been retrospective in its action, and had commenced in 1867, on these six years interest due to the Provinces of Ontario and Quebec (as representing the old Province of Canada), Nova Scotia and New Brunswick, simple interest at five per cent. per annum has been allowed in addition from

the several half years when the subsidies would have been payable to the first of July, 1884. The total of these amounts, to the four older Provinces is $6,795,391.19.

It is, however, considered that the Provinces, which about that time, or subsequently, entered the Union, and the capital allowed to which at the time of their union as their debts was assumed on the basis allowed to the older Provinces, should now be allowed some consideration in the face of the increase of the allowance to the older Provinces, and to effect this, the total which I have given above has been divided by the population of the four older Provinces, and it shows that conjointly the older Provinces have been benefited to the extent of $1.68 per head. This per capita allowance has been multiplied by the populations of the other Provinces, viz :—Manitoba, 65,954 ; British Columbia, 49,459 ; Prince Edward Island, 108,891—as shown by the last census, and the results of these multiplications are the figures in the Bill. The Senate will, I am sure readily give their sanction to the measure.

Hon. Mr. SCOTT—I am afraid I cannot concur in the observations of my hon. friend opposite, who seems to think that the Act of 1873 involved some ambiguity. I have it before me, and it seems to be very clear and definite. As my hon. friend knows very well, the terms under which Ontario and Quebec came into the Union were that the debt should be $62,500,000. In 1873, we had a period of prosperity such as prevails at present, and applications were made by some of the Provinces for a re-adjustment of the terms on which they entered the Union. An Act was passed, and it was then supposed that by it the subsidies to the Provinces were levelled up for the last time. It first recites the British North America Act, and the sum which Canada owed at the time, and then continues :—

"And whereas the amount fixed as aforesaid in the case of the Provinces of Ontario and Quebec, conjointly (as having theretofore formed the Province of Canada), was sixty-two million five hundred thousand dollars ($62,500,000), and the debt of the said late Province as now ascertained, exceeded the said sum by ten million five hundred and six thousand and eighty dollars and eighty-four cents ($10,506,088.84), for the interests as aforesaid, on which the said two Provinces were chargeable with Canada ;

"And whereas it is expedient to relieve the said Provinces of Ontario and Quebec from the said charge, and for that purpose hereafter to consider the fixed amount in their case as increased by the said sum of ten million five hundred and six thousand and eighty-eight dollars and eighty-four cents ; and to compensate the other Provinces for this addition to the general debt of Canada ; therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows : &c."

We wanted to give Quebec particularly something, and the only way we could do so was by wiping out this $10,500,000 of the debt of Quebec and Ontario to Canada, and in order to do that we had to go to work and level up all the other Provinces. Anybody who knows anything of the legislation of that day knows that it was then regarded as a finality. It was not supposed, and there is nothing in the statutes to indicate that there could, by any possibility, be future demands made to increase the subsidies to the Provinces.

Hon. Mr. de BOUCHERVILLE—The ambiguity was retroactive.

Hon. Mr. SCOTT—The Act says, "whereas it is expedient to relieve" them : we did relieve them : we wiped out the liabilities that the Provinces owed, $13,000,000, and we added that to the Federal debt. We had to fix a basis on which the Provinces should receive this increase, as they were not all equal in population. They had come into the Union on the basis of population, which was agreed to by all as fair and equitable. Yet six years after that, when there was a little boom in Canada, and some of the Provinces wanted money, pressure was brought to bear on the Federal Parliament to assume the debts owed by the Provinces. True the indebtedness was to the Federal power ; that was wiped off, and it added over 13,000,000 to the debt of the Dominion, and relieved *pro tanto* the debt of the several Provinces. It does not appear from the reading of that statute that it was at all ambiguous : at all events none of us heard of that ambiguity at the time. It has gone on eleven years, and this is the

first time that any mention is made of ambiguity. He would have been a bold man who, in 1873, would have said that there could be any further disturbance of the financial basis on which the several Provinces entered the Union. Of course, it will be argued that they are all getting their fair share: so they are, no doubt, but the weakness of our whole system seems to be a general belief that while the credit of the Provinces is limited to a fixed sum, the Dominion is equal to any borrowing amount, and if the Provinces rush foolishly or wildly into local improvements which they cannot carry out, they can fall back on the Dominion. In that respect they are unlike the States of the neighboring Union—Minnesota, for instance—which, when they get deeply involved in debt, repudiate it.

HON. MR. PLUMB—The hon. gentleman is entirely mistaken. Minnesota was not the state; it was Mississippi. Mississippi repudiated her debt entirely; Pensylvania repudiated her debt somewhat, and some of the Western States, like Illinois and Indiana, took advantage of their position to reduce their debts considerably. But the only state that wanted to repudiate its debt and carried it through was Mississippi. The state had issued a large amount of bonds for the purpose of creating capital for its banks; that was during the crisis of 1836, long before Minnesota was even heard of. The enormous losses caused by advances on cotton brought the whole banking system of Mississippi to ruin, and the state repudiated her debt for the bonds which had been issued for the purpose of creating capital for those banks.

HON. MR. SCOTT—The hon. gentleman may be right as to the particular state; my own impression was that there were others than Mississippi.

HON. MR. PLUMB—I stated so.

HON. MR. SCOTT—Certainly on a recent occasion, within the last five years, the popular vote was taken in the state as to whether they would not pay their debt at fifty cents in the dollar; I simply refer to this as an illustration. What I wish to show is that in the neighboring republic, when states become involved in financial trouble, the Government at Washington does not come to their aid, consequently it makes them more careful and the lending public a little more cautious as to what particular states they lend money to. They do not lend to all the states on equal terms. Some states are in very bad repute, while others can borrow on very fair terms. The mischief that has been created in this country by granting better terms to the Provinces is simply incalculable; you do not know where it is going to end. We have had a very successful period of four or five years, and I hope it will continue. Those of us who take a forecast of the horizon are extremely sceptical as to whether Canada can keep up on the high level as she has done for the past four or five years. There are events on the horizon, not very far off, quite visible I am sorry to say, which indicate a change. I say in view of that fact the policy of still further assisting and aiding the Provinces is, in my judgment at all events, calculated to lead to a good deal of difficulty in the future, because it must be apparent to hon. gentlemen that where it has been done so often while Confederation is yet in its infancy, we cannot expect that it is going to cease unless some kind of an understanding can be arrived at by which a finality shall be reached. If it is always open to the Provinces to bring a pressure to bear on the Government to increase their subsidies, simply because there is an accidental surplus in the treasury, there is no security for the financial basis of the Confederation. Every country has its reverses; Canada can not expect to be an exception. Other countries have shared in the boom of the last four or five years: some of them are now taking in sail. It has been the case in the United States; but in this country we have put on increased sail. We have gone on building large public works, and some of the Provinces feel straitened in their finances in consequence of their large expenditures, and bring pressure on the general Government to assist them out of their difficulties. That pressure, under a condition of things to which I need not at all advert, will exist at all times under our system of party Government: where a strong party can bring leverage to bear it results simply in the Federal Government coming to the

rescue and increasing the debt of the Dominion. Therefore I should like to feel—and I think every lover of the Confederation, every one who desires to see this Union preserved, should seek to maintain it on some stable basis so that the subsidies to the Provinces should not be subject to perpetual change. Because it will involve, it has involved in the past as we all know, and will in the future involve serious demands on the public exchequer, which in time to come may result in disaster to the Dominion.

HON. MR. PLUMB—I may inform the hon. gentleman that Minnesota was admitted to the Union on the 4th of May, 1858, as a state, and she had a taxable property in 1882 of $257,000,000, and a debt of $2,567,000; so she never was a defaulting state. The defaulting states were those I have mentioned. In 1836-7 Pennsylvania had stopped paying interest and her bonds were held very largely in England. So it was with Mississippi. The great Webster made a speech at that time, a very celebrated one, on the relations between the Federal Government and the different states in regard to their finances, and he did so for the purpose of showing that no responsibility existed on the part of the Federal Government in respect to the debts of the several sovereign states. They stood in an entirely different relation towards the Union, as my hon. friend knows, from that in which the Provinces stand to the general Government of Canada. Their position was almost an opposite one. They claimed a kind of independence which is, I think, not claimed for the Provinces here. My hon. friend speaks in the same gloomy tone in respect to the future of the Dominion as is habitual with his political friends. We have had to combat those vaticinations ever since I have known anything of public affairs in Canada. Prophecies of gloom and disaster have been constantly made, but they have not been fulfilled as yet. It is the easiest thing in the world to predict and forecast trouble; and sometimes the predictions bring with them to a certain extent their own fulfilment, because they create distrust and alarm and are calculated to do great damage to the prosperity of the people. Every country like ours will necessarily be compelled to go on and increase its liabilities within reasonable dimensions. It means, when it stops increasing its liabilities, a stoppage of public improvements. A growing country requires improvements just as inevitably as a growing lad requires to have larger clothes made for him. He cannot wear the same old clothes unless he stops growing and becomes a dwarf. So there will be an increase of the public debt, which, I may say, is always overstated. The public debt on the 1st of July last was, net, about $158,000,000. Of that, forty odd millions can be chargeable to the North-West specially; $74,000,000 of it was debt assumed by the Dominion at the time of the confederation of the several Provinces; $10,000,000 of it was the debt of the old Province of Canada assumed in 1873, to which my hon. friend has referred, with some other debts of the other Provinces. I do not think any Province in the Dominion would care about going back and taking those debts on their shoulders again, and I do not know that there has been any objection on the part of the Provinces that the debt should be consolidated and made part of the entire debt of Canada. Every one must feel the greatest anxiety to curtail and limit the expenditure of the country, but there is a kind of expenditure which is inevitable. I think we should endeavor to put as cheerful a face as possible on the prospects of the country, and not attempt in any way to make difficulty by decrying either its credit, its resources, or the willingness of the people, which has been shown most effectually and most distinctly in two elections, to assume the necessary burdens for carrying out the enterprises which have been inaugurated by the Conservative party, and one of the greatest of which is now about approaching completion.

HON. MR. POWER—My hon. friend is one of those cheerful people who take the same view of public indebtedness and public business that a great many people do of private business. There are many who have a theory that the more debt one has the better, and that a man is of no account until he has a rattling debt to his name.

HON. MR. KAULBACH—He is more thought of.

HON. MR. POWER—Yes, the man who owes everybody must be thought a good deal about; but although a man may go on very pleasantly and cheerfully that way for some months or years the end of it is he has to run away from the sheriff: sooner or later that officer overtakes the debtor. I hope nothing of the kind will go wrong with Canada, which has been rolling up debt as rapidly as the most sanguine man like the hon. gentleman from Niagara, could desire. I quite realize, as the hon. gentleman from Ottawa does, that the debt of Canada is increasing very rapidly, aud the taxation is increasing also, but I cannot say that I look with the same feelings of hostility on the measure before the House that the hon. gentleman seems to entertain. He looks at the question, and properly enough, from the point of view of the Dominion, but there is another way of looking at it. The hon. gentlemen know that since the time of Confederation the burdens borne by the people of the different Provinces arising out of the taxation laid on the Provinces by the Central Government and Parliament have very much increased, and when such enormous sums are being taken out of the people of the different Provinces for the purpose of constructing the Canadian Pacific Railway and other works of that sort, it is not unnatural that the people of the various Provinces, who find that their ordinary necessary works cannot go on for want of funds, should desire such assistance from the Central Government (which gets all the money nearly) as will enable them to carry on their public services. That is about all that I wish to say. As a general thing—I can speak with a certain degree of confidence of the Provinces of Nova Scotia, New Brunswick, Prince Edward Island, and Ontario—the affairs of the Provinces are managed with due economy. There is very little money wasted, and any which this Parliament votes for these Provinces is pretty sure to be expended for the public good and for the best interests of the people: but I very much doubt whether as much as that can be said of the money that is voted for other services of the Dominion.

HON. MR. KAULBACH—I think my hon. friend from Ottawa is inclined to centralization. He seems to be under the impression that everything should emanate from Ottawa and that the Provinces should have little to do and very little to spend. I do not take that view of the question. I am in favor of Provincial rights as far as possible and I shall always endeavor to sustain them. If a doubt should arise as to the jurisdiction on any subject as between the Central Parliament and the Provincial Legislatures I am inclined to give the benefit of that doubt to the local authorities. I think all the money we are getting in the Lower Provinces is little enough and I am satisfied, whatever party may be in power there, that the money will be judiciously expended. However, I must say that we in Nova Scotia have very little cause to complain of taxation for revenue purposes as the following statement will show:—

Nova Scotia tax *per capita*.	$	4.16
New Brunswick	"	4.71
Quebec	"	6.80
Manitoba	"	9.02
British Columbia	"	18.38

and I observe that Prince Edward Island pays only $1.53 per head. I am inclined, therefore, to think that when Nova Scotia gets nearly $40,000 per annum from the Dominion Treasury, as she does under this Bill, and considering how lightly we are taxed as compared with British Columbia, that we have little cause to complain of the large sums which have been granted for the benefit of the Pacific Province, and I feel more inclined to be generous.

HON. SIR ALEX. CAMPBELL—The hon. gentleman from Ottawa thought there was no reason for the mention which I made of there being ambiguity in the Act. It does not strike everybody in that way. The Government of Quebec, on the contrary, sent a deputation to Ottawa in order to have that question of ambiguity disposed of in another way, by a reference to the Supreme Court, and there was a very strong pressure and a very strong argument was used for the purpose of satisfying us that they were right in that contention, so that there is no reason at all events, for my hon. friend's assumption that the mention which I made of ambiguity is a suggestion of my own.

HON. MR. SCOTT—When was it first suggested?

HON. SIR ALEX. CAMPBELL—Within the last six months.

HON. MR. SCOTT—Ten years after the event.

HON. SIR. ALEX. CAMPBELL—The same may be said of the adjustment which took place in 1873, six years after Confederation; but it was thought of, and finally the question came up, what was the fair thing to be done towards the Provinces? The two cases stand on the same footing as to that argument I think.

The motion was agreed to and the Bill was read the second time at length, and read the third time and passed.

LICENSE ACT AMENDMENT BILL.

FIRST, SECOND AND THIRD READINGS.

A message was received from the House of Commons with Bill (143), "An Act to amend the Liquor License Act, 1883."

The Bill was read the first time.

HON. SIR ALEX. CAMPBELL moved the second reading of the Bill. He said: I think the better way to discuss this measure, if it needs discussion at our hands at any length, would be in Committee of the Whole, to which I propose to refer it, with a view to making certain amendments.

HON. MR. SCOTT—I propose to take the course, in reference to this Bill, that I pursued last year, and that is to express a very decided opinion that it is *ultra vires* of the Parliament of Canada. I was sorry to find last year that the course taken by the Senate met with a good deal of criticism outside, inasmuch as it was alleged that we did not give any consideration to the Bill. It came down at the eleventh hour—I think the twelfth hour, the hour of prorogation—but from the standpoint that I and those who think with myself took at that time, a discussion on detail was a matter of indifference; in fact it would have been idle to discuss the details of the measure. I stand in the same position to-day that I stood in then—that we are legislating on a subject which is purely a matter for the Provincial Legislatures to deal with; they alone can fix the terms and conditions on which licenses shall be issued. The opinion expressed then has since been confirmed by the decisions which have been rendered in the Courts of Justice, and therefore I think it would be idle, for myself at all events, to discuss the mere details of the Bill, when I feel that the principle is outside the prerogative of this Parliament. This is not a fitting occasion to go into the many reasons which have induced me to come to that conclusion. It is quite evident that both the Provincial Legislatures and the Federal Parliament cannot possess equal powers on this subject. In my judgment it has been remitted solely to the Provincial authorities. Therefore, I do not propose to go into any discussion of the details; I content myself with expressing the opinion that the Bill is not within our province to legislate on. I am very glad to hear—if I have heard rightly—that the Government propose to submit the question to the Supreme Court in all its bearings, and I trust that if there is a divided opinion, or perhaps if there is not a divided opinion there, that a Bill of this importance, affecting as it does Provincial and Federal rights, should go further than our Supreme Court—to the Privy Council. Whether that is the intention of the Government or not I am unable to say, but I think in view of the decisions to which I have referred—particularly a recent decision in which the question of provincial rights was an important subject of consideration, and in which the opinion of the Privy Council was adverse to that expressed by the Supreme Court—that this being a Bill of a similar character, ought also to go to the Privy Council.

HON. SIR ALEX. CAMPBELL—This Bill goes to the Supreme Court.

HON. MR. SCOTT—But not to the Privy Council? I should think we ought to have the opinion of both.

HON. SIR ALEX. CAMPBELL—I should think so too.

HON. MR. KAULBACH—I am in favor of Provincial rights, but I do not

think that this is an invasion of them. The last case decided went only as far as the police regulations—that is, the power to regulate licenses. When the Scott Act was introduced by my hon. friend from Ottawa he argued on the very same principle that it was not *ultra vires:* I think this Bill might come under the same section of the British North America Act which he contended applied to his measure, and be considered necessary also for promoting the peace, order and good government of the country. The same argument that the hon. gentleman used in support of the Scott Act would establish the constitutionality of this Bill. I am very glad that this legislation is to be submitted for the opinion of our own Supreme Court. If their decision should not be satisfactory to any parties, let them appeal to the Privy Council if they see fit, but I do not think it would be proper for us to ignore our own highest judicial tribunal and say that they are not competent to decide a constitutional question.

HON. SIR ALEX. CAMPBELL—I think the provision of the Bill for taking the opinion of the Supreme Court of Canada is one which should have met with the approval of my hon. friend from Ottawa and should have gone far to justify him in supporting the measure now before the House, for in other respects it is intended simply to facilitate the working of the Act of last year, certain defects having been developed by experience, which this Bill proposes to remedy. Then, the provision that there shall be no fine imposed until the opinion of the Supreme Court be ascertained, and other provisions to mollify the difficulties which have arisen, I should have thought, would have commended it to the House.

The motion was agreed to, and the Bill was read the second time and referred to a Committee of the Whole House.

HON. MR. DEVER, from the Committee, reported the Bill with certain amendments which were concurred in, and the Bill was then read the third time and passed on a division.

RAILWAY SUBSIDIES BILL.

FIRST, SECOND AND THIRD READINGS.

A message was received from the House of Commons with Bill (147), "An Act to authorize certain subsidies and grants for and in respect of the construction of the lines of railway therein mentioned."

The Bill was read the first time.

HON. SIR ALEX. CAMPBELL moved that the Bill be read the second time.

HON. MR. SCOTT—The money Bills are coming so fast, that it is very hard to keep up with them. In my early parliamentary experience, we were in the habit of expecting the Supply Bill at the very end of the session. It used to come in a lump, and we had it all before us at one time. That was, I believe, the early parliamentary practice in the days of John Hampden, and Watt Tyler. The King used to send down the Supply Bill, demanding so much money to meet the expenses of the current year; now, our Supply Bill really represents a mere fraction of the money we propose to vote away each year. We have already voted away this session somewhere about fifty millions of dollars, including the loan to the Canadian Pacific Railway, which came up in the earlier part of the session, and, as I said before, grants are coming down, not in a Supply Bill, but in Acts of Parliament, a very unusual way, and amounts that are by no means small. One Bill which I hold in my hand, votes away sums aggregating somewhere in the neighborhood of six or seven million dollars. The Governor-in-Council may grant the following subsidies to and for the parties, railways and railway companies hereinafter mentioned, that is to say:

To the Government of the Province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific Coasts *viâ* the Intercolonial and Canadian Pacific Railways, and being as such, a work of national and not merely Provincial utility, a subsidy not exceeding $6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole $954,000. And for the portion between Montreal and Ottawa, 120 miles, $12,000 per mile, nor exceeding in the whole..... $1,440,000.

For the construction of a line of railway connecting Montreal with the harbors of

St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding $170,000 per annum for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the Company undertaking the work. For the construction of a line of railway from Oxford Station on the Intercolonial Railway to Sydney or Louisburg, a subsidy not exceeding $30,000 per annum for fifteen years, or a guarantee of a like sum for a like period as interest on the bonds of the Company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such Company of the Eastern Extension Railway from New Glasgow to Canso, with its present equipment.

To the Quebec Central Railway Company for a line of railway from Beauce Junction to the International Boundary line, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $211,200.

For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbor of Quebec, in such manner as may be approved by the Governor-in-Council, a subsidy not exceeding $6,000 per mile, nor exceeding in the whole ..... $960,000.

To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $160,000.

To the Pontiac Pacific Junction Railway Company, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa river is crossed at some point not east of Lapasse, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... $272,000.

To the Gatineau Railway Company, for a line of railway from Kazuabazua to Le Desert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $160,000

To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole, $70,400.

To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last Session of Parliament, towards Le Desert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole .... $160,000.

To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883) ..... $128,000.

To the Erie & Huron Railway Company, for a line of railway from Wallaceburgh to Sarnia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole .. $96,000.

To the Ontario & Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... $262,400.

To the Kingston & Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... $48,000.

To the Great Northern Railway Company, for that portion of their railway between St. Jerome and New Glasgow, in the county of Terrebonne, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $32,000

For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction, connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole $200,000

For a line of railway from Richibucto to St. Louis, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $22,400

For a line of railway from Hopewell to Alma, in the Province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $51,200

For a line of railway from St. Andrews to Lachute, in the county of Argenteuil, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $22,400

For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole...$217,600

For a line of railway from Annapolis to Digby, in the Province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.....$64,000

For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway, between Sussex and St. John, a subsidy not exceeding $3,200 per mile, nor exceeding the whole..$128,000

To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippigan Harbor, in the Province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.....$76,800

For a branch of the Intercolonial Railway, from Matapediac eastward, towards Paspebiac, twenty miles, in the Province of Quebec, a sum not exceeding in the whole.....$300,000

For a branch of the Intercolonial Railway, from Derby Station to Indian Town, fourteen miles, a sum not exceeding in the whole.....$140,000

I have not the sum total of all this, but the rough calculation that I was able to make in the House by looking at the Bill, and capitalizing the 15 years' grant, would bring it in the neighborhood of six million of dollars. This Bill has already passed in the House of Commons and I suppose it will pass the Senate. Of course I class it with the legislation that has preceded it, that it is a vicious principle that the Parliament of Canada should undertake to subsidize railways of a purely local character. We know the effect of it. We know what causes it; it is just the pressure brought to bear upon the Government by their supporters. We started Confederation on the principle that only such lines of railway were to be assisted as were of a national character, but now in the infancy of the nation we depart from that sound principle. It is not the amount, but it is the admission of a principle that this Government, and any future Government, will find it extremely difficult to abolish. The promoters of local lines of railway think they have a paying future before them in the operation of their road, they get embarrassed, and the time comes when there is a terrible squeeze, and very great pressure has to be brought to bear on some source or other from which money may be extracted. Evidently of recent years, since we have had a surplus from the revenue of this country, there is a feeling that the Federal treasury can best bear the strain. There seems to be an idea among the people of this country that the Dominion treasury is a fair source of plunder; that there is a golden stream flowing constantly into the coffers of the Government, and that it does not come from the pockets of the tax paying community. I do not wish to indulge in gloomy forebodings as to the future of the country; but the moment I touch upon the word caution I am put down as trying to throw cold water on the golden prospects of this Dominion. We know, however, from the experience of all countries that it is not all sunshine, and that we may expect a certain amount of cloudy weather in the future. We have only to look at the experience of other nations to know that times of depression are inevitable. I do not think, therefore, that a man should be put down as in any way seeking to darken the future of the country because he chooses from his standpoint—and I do not speak for my party or anyone else but myself, and I do not at all desire to assert that there are any gloomy forebodings for the future—that there is a necessity, in my judgment, for taking in sail. Apply the principle to individuals that we are now applying to the Government; do you mean to tell me that the man who has a heavy mortgage on his property would, because he has had a couple of good years, feel that it justified him in putting on another mortgage? No, a sensible man would take the mortgage off, or would, at all events, reduce it. It has been a hobby with some governments to cut down the national debt. That has been a hobby on the other side of the line, and their circumstances have been somewhat similar to our own. The great products of the country which have brought the United States such success, are the same as the products from which we hope to derive prosperity in the future. The agricultural interests have made the United States, and it is the agricultural interest that will make Canada. Anyone

looking at the statistics of our country will see that our prosperity is indicated by that truest of all barometers, the exports of agricultural products and the timber products of the country. The products of the three F's, the farm, the forest and the fisheries, are the sources of Canada's prosperity. If we can sell a large amount, we can buy largely; we have been enabled to sell largely the past few years, and consequently we have been able to buy largely. Is it not the natural way to pay our current expenses out of the surplus revenue, and pay items such as the one we are now considering from that source, instead of heaping up such large indebtedness as Canada is loaded with at the present time? I do not thing that, because any man chooses to express the opinion that we are not always to have the golden harvest that we have had the last five years, he should be put down as one who is forecasting all that is dark for the future of the country.

I have never taken the stand that there is a dark future for this country; on the contrary I have always stated and felt that if it were not for the wonderful productive power of Canada we could not have stood the strain. Where are the four millions of people on the earth—taking the old Provinces of Canada and the Maritime Provinces—that have done as much in 25 years? I do not think there is any part of the world which has developed as rapidly as Ontario. She has had an advantage over the other provinces, no doubt, in the superiority of her soil and the richness of her lands, though, on the other hand, Quebec, with her forests of timber, possessed a mine of wealth which—could it have been preserved—would have given us untold riches in the future; but in the ordinary course of affairs it seemed impossible to save those forests. I myself made every effort, 20 years ago, to save that particular branch of our wealth in old Canada, and I had a great deal to do with the stoppage of the terrible waste of timber at that time. At one period in our history a cry went forth to the world "give us men to cut down and burn our forests," and public roads were made to the Opeongo and other districts, which were then covered with forests of pine. These roads were opened up, and hundreds of millions —the amount may seem large, but I state it as a fact—hundreds of millions of what would have been wealth to this country were destroyed with axe and flames—such destruction having been caused by men who were not settlers, but who went in there and remained for two or three years and then moved away. Two or three years ago I went into a thorough analysis of the settlers who went in by those leading roads, and I found that in the majority of cases they had all abandoned their land. This is all beside the question, of course, but I mention it as an illustration of my argument that there is no part of the globe that could have done as much as Canada has accomplished in the last 25 years, and I am always ready and prepared to give expression to those opinions. But, while I entertain that view, nevertheless I think it is the duty of every man who looks into the future and who is governed by the lessons of history (which is philosophy teaching by example), and who has studied the growth and development of other countries, to insist that we are not to be a solitary exception to the general rule that prevails over the world. We have seen the country south of us in a state of depression, and enjoying prosperity; it has had its days of elevation and its times of depression; cloud and sunshine have followed each other in rapid succession, and so will it be with ourselves. My hon. friend opposite claims that from 1879 to the present day the great prosperity of Canada is due to the fiscal policy of the Government.

HON. SIR. ALEX. CAMPBELL—We say it has contributed.

HON. MR. SCOTT—I say the illustration of the late Minister of Finance—the fly on the wheel—was never more appropriately applied. Except to vitalize a few factories representing only a fraction of the people, it was utterly impossible to stimulate into actual growth, the prosperity of any portion of the people of Canada. Our prosperity, as I have already contended, is due to the natural products of the country; when the prices for them go up, our prosperity goes up, and when the people of Europe are unable to buy them, our prosperity goes down. Look at the horizon now, and I say there is—I will not say

depression—but at all events something approaching it; there is already a shortening of sail in the United States, and we know that events are rapidly developing in that country, which will prevent them purchasing the products of our Dominion as largely as they have done for the last four years. The newspapers teem with information of that kind. Railway stocks in that country are falling rapidly, because they have not sufficient freights to carry to the seaboard, and we know that stocks of steamship lines have gone to smash completely. There was a meeting of the Cunard Company a short time ago—one of the most successful of the Atlantic steamship lines—and the shareholders were astounded to learn that there were to be no dividends this year.

HON. SIR ALEX. CAMPBELL—The boats were put in at too high a valuation.

HON. MR. SCOTT—That might explain it if other lines had paid dividends, but can the hon. gentleman mention one that was able to pay its ordinary dividend last year? We know there is a rapid reduction in the building of iron ships. I have only to point to the fact that this week no less than $5,000,000 gold was shipped from the United States, the balance due for products imported into that country. Take the price of wheat, which is as good an indication as can be found of the condition of the country; it is lower in Chicago to-day than it has been at this time of the year during the past 25 years. It touched 87 cents lately.

HON. MR. READ—It has touched 77 cents.

HON. MR. PLUMB—It is constantly insisted on by hon. gentlemen that it is higher in Chicago than in Canada.

HON. MR. SCOTT—My hon. friend probably would like us to infer from that that the Canadian farmer is benefited by the tax on cereals. I maintain that he is not. There is this paradoxical feature of the case which is worthy of consideration. This is the year of all others when, if the tariff is any benefit to the farmer, it ought to help him; but what is the fact? The quantity of flour produced in Canada, I believe, has been barely sufficient for our own consumption. To-day I believe there is more American than Canadian flour selling in Canada. The Minnesota farmers are sending us large quantities and we require corn to fatten animals; but there was no corn grown in Canada last year, and our farmers had to buy it. Canada is not a corn growing country. In good years it is produced in the Niagara district and along the north shore of Lake Erie, but not largely, and this year it has been almost an entire failure—and our farmers are importing their corn In former times, when there was a short crop, the farmer congratulated himself that he got high prices, but now, with a small crop, he is getting lower prices. That seems paradoxical, but it only shows how unsafe it is to disturb the law of supply and demand. The figure is not fixed in this country, but on the other side of the Atlantic, and we find that in a year of scarcity, when there is a decrease of 100,000,000 of bushels in the production of wheat, the price has absolutely gone down twenty-five per cent. Does not that show how perfectly idle it is for us to attempt to fix prices by Act of Parliament? We cannot do it: it is quite impossible. During the years when there was a demand for our products in Europe our farmers flourished, and they attributed the sunshine to the policy of our friends opposite.

HON. SIR ALEX. CAMPBELL—We did our best; that is more than your Government did.

HON. MR. SKEAD—And succeeded.

HON. MR. SCOTT—I dare say my hon. friend thinks so; I have heard the appearance of the potato bug ascribed to the Mackenzie Government. Possibly on the reasoning of my hon. friend it is equally capable of proof that you can get a home market by legislation. I ask in all seriousness, have the Government provided a home market for the farmer? Where is his home market? He is actually now with less to sell, and he gets a less price for what he does sell.

HON. MR. PLUMB—I would ask the hon. gentleman where his home market

would have been if we had not excluded foreign grain?

HON. MR. SCOTT—The farmer has not the wheat this year to sell. I say he suffers more, because he has to pay seven and a half cents on the corn brought into this country to fatten his stock.

HON. SIR ALEX. CAMPBELL—You will admit that he has had good prices for the last four or five years?

HON. MR. SCOTT—That is due entirely to the ability of the people of the United States and Europe, and of England particularly, to buy our products. We know very well that the price of our lumber shot up, not immediately on the change of Government, but within 18 months afterwards at all events.

HON. SIR ALEX. CAMPBELL—After we had exerted ourselves.

HON. MR. SCOTT—Does my hon. friend mean to tell me that a Canadian Act of Parliament affected the values at Albany and Liverpool of Canadian lumber?

HON. SIR ALEX. CAMPBELL—There is no getting to the end of that discussion.

HON. MR. SCOTT—Perhaps not, but I felt that it was not quite proper that we should pass over this measure without at all events calling attention to its character. What I object to is the viciousness of the principle that is now leading the people of Canada to believe that when they become crippled in any undertaking of a purely local character, if the members representing that locality here can bring pressure to bear—more particularly under circumstances when the Government pay heed to their supporters—they can get a sum put in the estimates to help their enterprise. It is the same principle as that to which I have already alluded to-day—the levelling up of the subsidies of the Provinces—and I say there ought to be some finality about it. We ought to know where we are going to stop. Otherwise I will not undertake to say what may occur in the future.

HON. MR. KAULBACH—My hon. friend evidently cannot say anything against this Bill, because it is one calculated to develop the trade of the country, and is therefore one deserving of the support of everyone who believes in the future of this Dominion. The object of the measure is to subsidize only such railways as can develop the trade of the country, and I can see no good grounds for opposing a measure of that character. My hon. friend spoke of the fertility of Ontario, and the prosperity of its farming population: what would that prosperity have amounted to if the country had not been penetrated by railways? Without railway communication with the markets of the world of what value would their farming lands be? My hon. friend, in view of the experience of the people of Ontario, to which he has alluded, ought not to oppose a measure calculated to produce a corresponding prosperity in less favored parts of the Dominion. I am satisfied that this Bill will meet with popular favor in every Province of the Dominion. It is quite true that this is a new departure and one which might, if carried to an extreme, be attended with danger, but I think it is a safe principle to adopt, that any railway which will tend to promote the commerce of the country and thus indirectly increase the public revenue and benefit the whole Dominion, should receive such assistance as the circumstances of the Dominion will permit the Government to grant; and, so long as that policy is adhered to in subsidizing railway companies, I am content to support such a measure as this.

HON. MR. BELLEROSE—On my return to Ottawa from home, on Tuesday last, after the Easter holidays, the report of the debate which had taken place on the previous Saturday (12th April instant) in the Commons was put into my hands—and my eyes caught at once a speech which had been made there on a motion of the hon. Minister of Railways, asking the House "to concur in the report of a Committee of the Whole upon a resolution respecting subsidies to certain railways, and railway companies."

The hon. Secretary of State who had been silent in the House during the whole session, satisfied, I suppose, that he had enough to do outside to carry out the views of the friends with whom he generally acts, surprised me by making a long

speech upon the occasion in question. I read the speech, and after I had done so I was still more surprised at the right-about-face made by that hon. gentleman. The Conservative press have made known all the intrigues which have been going on against the policy of the Government, as to railway subsidies, the license act &c.—intrigues which the hon. Secretary of State has been charged with having been a party to, and he was challenged to contradict the charge. Great fears were even entertained at one time that the Government would be defeated, and rumors of a coalition under the leadership of Messrs. Blake and Chapleau, were the topics of conversation inside and outside these buildings. But all those efforts were in vain, the policy of the Government was sustained by the whole Conservative party, and by nearly one-half of the Opposition members of the House as well, the majority of the Government on the railway subsidies being the largest they ever commanded.

Such are the circumstances which brought the hon. Secretary of State to his feet to eulogize the leader of the Government whom he calls in his speech :—

"The old chieftain whom the whole people revere;" "could he lose the right he has to the blessing of future generations;" "the leader of the Government;" "the leader of the Conservative party;" "our chieftain to us all, &c., &c."

I will say no more on this subject, but leave it in the hands of hon. members, who will properly appreciate that hon. gentleman and his doings. The hon. Secretary of State has brought forward no evidence or arguments in support of his statements, which were altogether imaginary, but has tried to mitigate all the charges made against him, as to his administration of the affairs of the Province of Quebec, by giving a version of his own—an unreal history of the affairs of Quebec, and a history which, if facts would corroborate it, would certainly shew that the Province named is not so bad after all ;—but, hon. gentlemen, a history which I emphatically characterise as one which is not based on facts. I showed last year, in a speech delivered on the 8th May, how the affairs of Quebec had been managed by that hon. gentleman. My statements are on record, and their truth is established by arguments and by quotations from public documents. I might go over the same ground and take every part of the hon. Minister's speech and shew how fallacious it is. But at this time of the session, when so much work is before the Senate, and the Government have announced their intention to prorogue Parliament to-morrow. I do not think it is well to do so. Hon. Senators would not allow it, and I feel that I could not take upon myself the responsibility of lengthening the session until next week at a great expense to the country. I will therefore refer hon. members to my speech of last year, which will be found in the Senate Debates, page 419 ; but before I resume my seat I wish to state that I emphatically deny the correctness of the whole speech of the hon. Secretary of State, and that I am even now ready to establish my proposition, if the time of this House permit.

The motion was agreed to, and the Bill was read the second and third times and passed.

The House adjourned during pleasure.

At 3.30 p.m. the House was resumed.

THE SUPPLY BILL.

FIRST, SECOND AND THIRD READINGS.

A message was received from the House of Commons with Bill (147) "An Act for granting to Her Majesty certain sums of money required for defraying certain expenses of the public service, for the financial years ending respectively on the 30th of June 1884, and 30th June 1885,—and for other purposes relating to the public service."

The Bill was read the first time.

HON. SIR ALEX. CAMPBELL moved the second reading of the Bill.

HON. MR. SCOTT—I have not had an opportunity of seeing the Supply Bill, but I think I can form a pretty clear idea of what it contains. The Supply Bill, as we get it now, does not give much of an idea of the moneys voted by Parliament, inasmuch as we have crystalized in acts of

Parliament various sums that are payable to Ministers, Judges, Lieutenant-Governors and a number of individuals, on which Parliament is not asked to vote, and consequently those figures do not appear in the Supply Bill—or only a portion of them. The Supply Bill includes a mixed sum charged to the consolidated revenue, consisting of sums that have to be voted to make up the deficiencies of last year and the various items classed under the special schedules, I suppose, known as schedules A and B. The Supply Bill itself asks for the sum of $1,762,967 which we spent last year, but which Parliament had not authorized us to spend. Some of that money was, no doubt, well expended, but portions of it might possibly have been kept in the Exchequer with every advantage to the country. It also calls, in schedule B., for the expenditure of $30,304,459.07, but that is made up of a mixed amount, as I said before, a portion of it chargeable to income, and a portion to capital account. I do not propose to analyze it, because it would be accompanied with some delay, and I see that members are very anxious to get away, and I would be addressing myself probably to a very unwilling auditory. Nevertheless I feel it my duty on this occasion to call the attention of Parliament, and through Parliament, of the country, to some items in this Supply Bill, detailed in the estimates which have been laid on our table, which ought to be very carefully considered by the tax-paying people of this country. I am not now addressing myself to the increases which make up what is called the public debt, increases due to loans made, but to the increases known as the controllable expenditure of the country, part of which appears under what is known as the Consolidated Revenue Fund. Before, however, I come to that subject, it may be wise and prudent that I should call the attention of the Senate to some of the moneys which have been voted this year. As I stated before, the Supply Bill is not what it was, in parliamentary language, some years ago. It refers to a very small portion of the people's money, although it is supposed to contain all that is asked for by the House of Commons, and we know the dramatic manner in which the Speaker of the House of Commons comes to the bar of the Senate and asks the representative of Her Majesty to assent to the Supply Bill. It may be supposed from this that that is all the money granted, whereas, in reality the present year it is very little more than one-third of the money the House of Commons has voted; so that, practically, it is an idle ceremony now to pray that His Excellency would give his assent to the Supply Bill passed by the faithful Parliament.

I will hastily run over some of the items that we are voting this session. First there is the loan of $30,000,000 to the Canadian Pacific Railway Company. Then we pay Nova Scotia $1,200,000 for the Truro and Pictou Railway and the Eastern Extension, besides paying for the rolling stock at its par value. I need not advert to the history of that transaction, but practically we are giving them back the property that we bought from them. I should have less reluctance to doing so if the Government had stipulated for carrying the extension to Cape Breton. I think it could fairly have been demanded that the original intention of extending the line to Cape Breton should be carried out. We have, next, the Vancouver Island Railway, $750,000; then the railways, local and otherwise, to which I referred this morning. I put them down at $6,000,000. When I said so this morning an hon. gentleman suggested that I must be wrong. I have taken the trouble to read over the figures, and I find that without capitalizing the $200,000 of annual subsidy, the aid to other railways amounts to $6,176,000. If you capitalize that $200,000 at 4 per cent., it would represent a capital of $5,000,000. The increased subsidies to the Provinces represents $7,172,292 capitalized. The vote for the coming year, including the omissions of last year, I am not taking in anything on capital account, brings up the total to $81,920,856. From that I deduct the Vancouver Island Railway, because I find that is noted in the estimates, and it leaves the sum of over $81,000,000. I may not have included all the various sums voted this year; I have specified those that I have taken in a hurried glance over the figures, and it is possible I have omitted some. I call attention to this because it is the largest vote that Parliament has ever been called upon to make. Coming down to the vote for carrying on the government of the country, known as chargeable to the Consolidated Revenue Fund, I take

up the accounts of last year—I am reading now from page 19, the Schedule gives a synopsis of the whole thing—and I find that the vote for Civil Government last year, the specially controllable item, was $986,721. The first year that this Government came in recently—1877–78—the amount was $823,369, an increase in that short period of over $140,000, but that does not show the actual expenditure, because we have in a supplemental estimate for 1884 the further sum of $19,555 which is to be added to that, making over one million of dollars for the Civil Government item. There is one item of ordinary expenditure to which I wish to call special attention, because I feel that a very grave and serious abuse is growiug up under it—that is superannuation. If hon gentlemen will take the trouble to examine the table they will find that the superannuation has grown to proportions that are excessive, and bear no sort of relative proportion to the contributions to that fund. I shall do no more than simply call attention to this point because, with a very thin House and unwilling ears, all being anxious to leave, it is impossible to avoid being perfunctory in addressing the House on those topics. I have not of course, the corrected figures, but I read from the estimates submitted for the years 1884–5, and I see that the sums payable out of the consolidated revenue fund amount to $29,811,639. I find that there is a supplemental estimate—I am reading from the estimates only those items which pertain to the consolidated revenue account and not those chargeable against capital account—in that supplemental estimate there are additions to be made amounting to $615,859, and we have, what is unusual, a second supplementary estimate which gives another addition of $47,706, making together $30,475,154. Then we are taking a vote for moneys deficient for last year, amounting to $999,419, and then a further supplemental estimate of $149,291, making a grand total of $31,623,864. The total that Parliament voted for the year terminating the 30th June, 1884—the current year—was $31,010,327, so it will be observed that there is a considerable decrease in the general item, although in the special items there are large increases, notably in Public Works and Militia. I observe that there is a decrease in the appropriation for Indians which I do not understand, because I have not had time to look into it. There is a decrease in that item of $147,000. It may be that last year special moneys had to be voted in consequence of the condition of the Indians, they being very much in want, as I understand, but whether we shall not have to supplement this amount by estimates in another year I leave it for hon. gentlemen to decide. It strikes me as a very unusual thing that the item under the head of Indians, should be a diminishing one. Hitherto it has been regarded as an increasing item.

But the increase to which attention ought more particularly to be drawn is that under the head of Civil Government; since Confederation it has gone on increasing at such a ratio as to lead one to the conclusion that the Finance Minister, who has to arrange the financial basis for the expenditure of Canada for future years, will have to take as its normal figure a sum in the neighborhood of thirty millions of dollars. When the present Government came in, if I remember rightly, the Minister who had charge of the finances of the country led us to believe that the sum of twenty-five millions of dollars might fairly be taken as the consolidated revenue year by year. There is no reason why that amount should have been increased, as it was a controllable item, and the staff was pretty well filled up. The additions since then have no doubt been largely caused by the organization of the North-West; but certainly not to the extent that the figures point. The increase in the consolidated revenue fund has been so great that, whereas, in 1877-78 twenty-five millions of dollars seemed to be a liberal sum, we have now come up to thirty-one millions of dollars, which is about the normal amount we must consider we have to raise for the purpose of carrying on the Government of this country.

HON. MR. BELLEROSE—I beg to be permitted to take this opportunity to congratulate the Minister of Justice on the appointment of the present Warden of the Penitentiary of the Province of Quebec. The appointment has proved to be a very good one. Living as I do in the neighbor-

hood of that institution, I have taken some interest in it and have paid some attention to the working of the St. Vincent de Paul. And my observations have led me to the conclusion that the warden is a gentleman who devotes not only his ordinary office hours but a great deal more of his time to the duties of his office. Under this wardenship the institution works admirably, and I am free to admit that after visiting other institutions of a similar character, I find that the Penitentiary at St. Vincent de Paul is, if anything, better managed than any other I have seen. The discipline of that institution is as perfect as it can be, and it was only last Monday that I, in company with some gentlemen from Montreal who called upon me for that purpose, visited the institution. Knowing that none of the officials were aware of our coming, and that no preparations could have been made specially for a visit, we were surprised at the perfect order we witnessed. It certainly was a surprise to the gentlemen who accompanied me, especially as there were many buildings being constructed, and the yard is comparatively small, and it is difficult for the officers to keep their eyes upon the workmen. Notwithstanding this difficulty the discipline is as perfect as it can be,—as good, if not better than at Kingston Penitentiary which is an older institution. Since the appointment of the present Warden a new system has been in operation against which I was very much prejudiced when it was first inaugurated. The system has been in operation for some 12 months during which time I had occasion to visit the institution nine or ten times, and after seeing the working of the new system, I am free to admit that there is no comparison between it and the one previously in use. Under the old system the convicts were given their dinner in a hall where they were crowded together for three-quarters of an hour. In 15 minutes they had finished their meal, and they were then forced to sit in their places in silence for the remaining 30 minutes, according to the rules of the prison. Where such a number of men were crowded together it was impossible to maintain complete silence; the convicts became disobedient, and when they were called out to their work they were generally disobedient the whole afternoon, and there were frequent punishments for insubordination. Under the new system the convicts are called to dinnar at a quarter to twelve. They fall in, in their shops, like soldiers and march under the lead of the foreman of the shop to the kitchen, where a dish containing the allowance of food is handed to each man as he passes, and he carries it with him to his cell where he is locked in to take his dinner by himself. In 15 minutes he has finished his meal, and he has then half an hour in which he can rest himself, on his bed if he chooses, until he is summoned to his work. This system has been very acceptable to the convicts, and it has been executed in such a way by the Warden and his officials that there has been no trouble in making the change from the old system, and it has resulted in better discipline and fewer punishments for insubordination. I may say that the system has not been originated by the present Warden, because it has been in operation in some of the penitentiaries of the United States for some years; and I believe the Inspector himself recommended some years ago that it should be adopted in the St. Vincent de Paul. I have to congratulate the Minister of Justice on having authorized the change, and can assure him that it is working admirably. I was this morning referred to an office where some changes are being designed in a new building which was erected for a dining hall at the penitentiary, but which is now to be converted into workshops, as it is no longer necessary for a dining hall under the present system. Some changes in the way of lighting the building will be required, in order to prepare the building for the new purposes to which it is to be devoted.

HON. SIR ALEX. CAMPBELL—I am much obliged to the hon. gentleman for his favorable opinion with regard to the management of the penitentiary. The new system of giving the convicts their food apart is one that has been tried in the United States with good results. The opinion of some of the officers of the Department was opposed to the system, particularly one, the Warden of the Kingston penitentiary; but we thought it desirable at all events to give it a trial; but I have not heard so much from the reports of the Inspector, as the hon.

gentleman from DeLanaudière has been kind enough to tell us about it to-day. If it has the result of improving the condition of the convicts, no doubt the change will be beneficial. It was thought by some that the new system would deprive the Warden of what is considered to be the best opportunity of placing himself in an attitude of command, and impressing upon the convicts the necessity for obedience and respect for his authority. It was the best opportunity he had of mixing with the convicts, and showing them that he was master of the position, and was prepared to enforce discipline. Those who are opposed to this system think that it deprives the Warden of that opportunity, by allowing the convicts to dine alone; that it will lessen his authority, and that they will cease to respect him. I am very glad to hear that the Warden of St. Vincent de Paul is thought of so highly as my hon. friend seems to believe. I thought him originally to be a man of merit. There were some defects in his character which I think it would be unkind of me to mention as they have passed away. He is a man of energy and force of character, and he ought to fill the position satisfactorily. We have had more trouble with the St. Vincent de Paul penitentiary in the past than with any other. All the other institutions have gone on much more quietly; but I trust we are approaching that time of peace with the St. Vincent de Paul when the results of the maintenance of good discipline and good management will be seen. I hope these results have been attained, and I am exceedingly glad to learn that that is the opinion of my hon. friend who resides in the vicinity of the institution and takes the trouble to visit it occasionally to ascertain how discipline is maintained, and I am very glad that the hon. gentleman has seen fit to make the remarks which he has made.

The motion was agreed to, and the Bill was read the second and third times and passed.

The Senate adjourned at 4.10 p.m.

THE SENATE.

Ottawa, Saturday, 19th April, 1884.

This day at Three o'clock p.m., His Excellency the Governor General proceeded in state to the Senate Chamber, and took his seat upon the Throne. The Members of the Senate being assembled, His Excellency was pleased to command the attendance of the House of Commons, and that House being present, the following Bills were assented to, in Her Majesty's name, by His Excellency the Governor General, viz:—

An Act to grant certain powers to the Commercial Cable Company.

An Act further to amend the Act to incorporate the South Saskatchewan Valley Railway Company.

An Act to amend the Act incorporating the Ocean Mutual Marine Insurance Company.

An Act to incorporate the Pictou Marine Insurance Company, (Limited.)

An Act to amalgamate the Board of Trade of the City of Toronto and the Toronto Corn Exchange Association.

An Act to authorize a further advance to the Province of Manitoba in aid of the Public Schools therein.

An Act to provide for the salary and travelling allowances of the Judge of the County Court of Cariboo, in the Province of British Columbia.

An Act to amend the Act incorporating the Bell Telephone Company of Canada.

An Act further to amend the Act to incorporate the Ontario Pacific Railway Company.

An Act respecting the International Railway Company.

An Act respecting the Kingston and Pembroke Railway Company.

An Act to amend the Act incorporating the Ottawa, Waddington and New York Railway and Bridge Company.

An Act to incorporate the Commercial Bank of Manitoba.

An Act respecting the winding up of the Spring Hill and Parrsborough Coal and Railway Company, and the sale of the property thereof to the Cumberland Coal and Railway Company.

An Act to incorporate The Atlantic Marine Insurance Company (Limited.)

An Act to extend to the Dominion of Canada the powers of the Corporation called "De Nederlandsch-Amerikaansche Land Maatschappy" (The Netherlands-American Land Company.)

An Act to incorporate the Nova Scotia Marine Insurance Company (Limited.)

An Act to incorporate the Provincial Bank.

An Act to incorporate the Halifax Marine Insurance Company (Limited.)

An Act to empower the Sovereign Fire

Insurance Company to relinquish their Charter, and to provide for the winding up of their affairs.

An Act to incorporate the Gananoque, Perth and James' Bay Railway Company.

An Act to incorporate the Union Trust Corporation of Canada.

An Act to amend the Acts relating to the Manitoba and North-Western Railway Company of Canada.

An Act to incorporate the Owen Sound Dry Dock Shipbuilding and Navigation Company (Limited.)

An Act to incorporate the Live Stock Insurance Company.

An Act to incorporate the Halifax Steam Navigation Company (Limited.)

An Act for the relief of John Graham.

An Act to incorporate the Temperance and General Life Assurance Company of North America.

An Act to incorporate the Traders' Bank of Canada.

An Act respecting the Union of certain Methodist Churches therein named.

An Act to incorporate the Vaudreuil and Prescott Railway Company.

An Act respecting the Northern and North Western Junction Railway Company.

An Act to empower The North-Western Coal and Navigation Company (Limited), to construct and work a line of railway between Medicine Hat and the Company's mines on the Belly River, and for other purposes.

An Act to prevent fraud in the manufacture and sale of Agricultural Fertilizers.

An Act to amend the Act to incorporate the Synod of the Diocese of Saskatchewan, and for other purposes connected therewith.

An Act respecting the Grand Trunk Railway Company of Canada.

An Act to incorporate the Lake Nipissing and James' Bay Railway Company.

An Act respecting the Manitoba South-Western Colonization Railway Company.

An Act to incorporate the Alberta Railway and Coal Company.

An Act to amend the Act incorporating the Great American and European Short Line Railway Company and to change the name thereof to the "Montreal and European Short Line Railway Company."

An Act to amend the Act incorporating the Napanee, Tamworth and Quebec Railway Company.

An Act to incorporate The Roman Catholic Episcopal Corporation of Pontiac.

An Act to authorize the transfer of the Welland Railway to the Grand Trunk Railway Company of Canada, and for other purposes.

An Act relating to the Roman Catholic Diocese of Ottawa.

An Act respecting the Erie and Huron Railway.

An Act to amend the several Acts relating to the Toronto Grey and Bruce Railway Company.

An Act to amend "The Steamboat Inspection Act, 1882," by reducing the fees payable on renewal of Engineers' Licenses.

An Act to confirm the lease of the Ontario and Quebec Railway to the Canada Pacific Railway Company, and for other purposes.

An Act relating to the New Brunswick Railway Company, and to the Railways leased to the said Company.

An Act respecting the Ontario and Quebec Railway Company.

An Act to incorporate the St. Clair Frontier Tunnel Company.

An Act to empower the bondholders of the St. Lawrence and Ottawa Railway Company to vote at meetings of the Company, and for other purposes.

An Act for the better prevention of Fraud in connection with the Sale of Patent Rights.

An Act respecting the Great Northern Railway Company.

An Act to incorporate the Saskatoon and Northern Railway Company.

An Act further to amend the Act incorporating the Souris and Rocky Mountain Railway Company, and to change the name of the Company to "The North-West Central Railway Company."

An Act to incorporate the Quebec Railway Bridge Company.

An Act respecting The Real Estate Loan Company of Canada (Limited.)

An Act to incorporate the Bank of Winnipeg.

An Act to amend the Acts fortieth Victoria, chapter forty-nine, and forty-fifth Victoria, chapter twenty-four, being Acts relating to Permanent Building Societies and Loan and Savings Companies carrying on business in Ontario.

An Act to incorporate the Guelph Junction Railway Company.

An Act respecting the Hamilton and North-Western Railway Company.

An Act to amend "An Act respecting inquiries and investigation into Shipwrecks, and other matters," as to the powers of the Minister of Marine and Fisheries in certain cases reported to him under it.

An Act to amend the Act respecting the Inspection of Gas and Gas Meters.

An Act respecting the Vancouver Island Railway, the Esquimalt Graving Dock, and certain Railway Lands of the Province of British Columbia, granted to the Dominion.

An Act to amend "The Customs Act, 1883."

An Act to amend "An Act respecting certificates to Masters and Mates of Ships," and "The Seamen's Act, 1873."

An Act respecting Fortifications and Military Buildings and their maintenance and repair.

An Act for giving effect to an agreement therein mentioned between the Government of the Dominion and that of Nova Scotia.

An Act respecting the Central Ontario Railway.

An Act in further amendment of "An Act

respecting the treatment and relief of sick and distressed Mariners."

An Act to reduce the Capital Stock of the Maritime Bank of the Dominion of Canada, and to make other provisions respecting the said Bank.

An Act respecting the Northern Railway Company of Canada.

An Act to incorporate the Niagara Frontier Bridge Company.

An Act respecting the London Life Insurance Company.

An Act to amend the Act thirty-eighth Victoria, chapter fifty-four, intituled "An Act to extend to the Province of Manitoba the 'Act for the more speedy trial, in certain cases, of persons charged with felonies or misdemeanors, in the Provinces of Ontario and Quebec'."

An Act to amend the Act thirty-seventh Victoria, chapter forty-two intituled "An Act to extend to the Province of British Columbia certain of the Criminal Laws now in force in the other Provinces of the Dominion."

An Act further to amend the Act thirty-first Victoria, chapter twelve, intituled "An Act respecting the Public Works of Canada."

An Act respecting the Independence of Parliament Act, 1878 forty-first Victoria, chapter five.

An Act respecting a Reformatory for certain Juvenile Offenders in the County of Halifax, in the Province of Nova Scotia.

An Act to amend "The Canada Temperance Act, 1878."

An Act to further amend "An Act respecting the duties of Justices of the peace out of Sessions, in relation to summary convictions and orders."

An Act to amend an Act to incorporate "The Winnipeg and Hudson's Bay Railway and Steamship Company."

An Act to provide for the salary and travelling allowances of an additional Puisné Judge of the Court of Queen's Bench, in the Province of Manitoba.

An Act to make further provision towards the completion of thd Tidal Dock in the Harbor of Quebec.

An Act respecting the Department of Marine and Fisheries.

An Act to authorize the advance of a further sum for completing the Graving Dock in the Harbor of Quebec.

An Act further to amend the present Tariff of Duties of Customs.

An Act respecting the Territory in dispute between the Dominion of Canada and the Province of Ontario.

An Act to authorize the transfer of prisoners from one gaol to another in certain cases.

An Act to extend the limitation of time under the Act forty-third Victoria, chapter seven, intituled "An Act for the final settlement of claims to lands in Manitoba by occupancy, under the Act thirty-third Victoria, chapter three."

An Act to amend and to consolidate as amended the several Acts respecting the Adulteration of Food and Drugs.

An Act to amend the "Weights and Measures Act of 1879."

An Act further to amend "The General Inspection Act, 1874."

An Act to authorise the raising, by way of loan, of certain moneys required for the Public Service.

An Act to amend "The North-West Territories Act, 1880."

An Act further to amend the Act forty-fifth Victoria, chapter twenty-three, intituled "An Act respecting Insolvent Banks, Insurance Companies, Loan Companies, Building Societies and Trading Corporations."

An Act to amend "The Dominion Lands Act, 1883."

An Act to re-adjust the yearly subsidies to be allowed by Canada to the several Provinces now included in the Dominion.

An Act to authorize certain subsidies and grants for and in respect of the construction of the lines of railway therein mentioned.

An Act to Amend the Civil Service Acts of 1882 and 1883.

An Act further to amend "The Indian Act, 1880."

An Act for confering certain privileges on the more advanced Bands of the Indians of Canada, with the view of training them for the exercise of municipal powers.

An Act further to amend "The Consolidated Railway Act, 1879," and the Acts amending it.

An Act to amend "The Liquor License Act, 1883."

Then the Speaker of the House of Commons addressed His Excellency as follows:

"MAY IT PLEASE YOUR EXCELLENCY,

"The Commons of Canada have voted the Supplies required to enable the Government to defray the expenses of the Public Service.

"In the name of the Commons, I present to your Excellency a Bill entituled—

'An Act for granting to Her Majesty certain sums of money required for defraying certain expenses of the Public Service, for the financial years ending respectively the 30th June, 1884, and the 30th June, 1885, and for other purposes relating to the Public Service.'

to which I humbly request Your Excellency's assent."

To this Bill the Royal assent was signified in the following words:

"In Her Majesty's name, His Excellency the Governor General thanks Her Loyal subjects, accepts their benevolence, and assents to this Bill."

After which His Excellency the Governor General was pleased to close the SECOND SESSION of the FIFTH PARLIAMENT of the DOMINION with the following:—

SPEECH:

Honourable Gentlemen of the Senate:

Gentlemen of the House of Commons:

The assuidity and zeal shown by you in the

performance of your important duties deserve by best thanks, and I desire to convey them to you.

There is every reason to anticipate that the liberal aid given by the loan to the Canadian Pacific Railway will secure the speedy and satisfactor completion of that great national work.

I congratulate you on the adjustment of all matters of difference between the Dominion and the Province of British Columbia by the legislation of this session.

The larger appropriations made for the furtherance of railway construction may be expected to assist materially in the development of our commerce both foreign and domestic, as well as to open up for settlement extensive fertile districts hitherto almost inaccessible.

The several measures for the benefit of the Indian communities and for their encouragement to assume the responsibilities of self-government are well adapted for the purpose, and the amendments of the laws relating to the Dominion lands will give additional facilities and advantages to settlers in the North-West Territories.

The re-adjustment of the Annual subsidies to the several provinces, while adding te their resources, will place their pecuniary relations with the Dominion on a satisfactory and permanent basis.

The several important measures which occupied your attention, and will now become law must all tend to the benefit and improvement of the country, and the numerous Private Bills with industrial objects, submitted to me, indicate the existence of a healthy spirit of enterprise among our people.

Gentlemen of the House of Commons:

I thank you in Her Majesty's name for the supplies you have granted for the public service.

Honorable Gentlemen of the Senate:
Gentlemen of the House of Commons:

In bidding you now farewell until next Session I trust that when we next meet I may be able to congratulate you on the continuing prosperity of our country.

The SPEAKER of the Senate then said:—

Honorable Gentlemen of the Senate and Gentlemen of the House of Commons:

It is HIS EXCELLENCY THE GOVERNOR GENERAL'S will and pleasure, that this Parliament be prorogued until Thursday, the twenty-ninth day of May next to be here held, and this Parliament is accordingly prorogued until Thursday, the twenty-ninth day of May next.

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—TO—

DEBATES OF THE SENATE.

SESSION, 1884.

PART I. constitutes an Index to the names of Senators with their action upon the respective subjects. In this part *italics* denote that the Motion, Amendment or Inquiry in question emanated from the Senator mentioned.

PART II. constitutes an analytical index to all the subjects debated. Names in *italics* and parenthesis after the subject indicate the *movers*.

The following abbreviations have been employed: Amt., Amendment; Appt., Appointment; B., Bill; Com., Committee; Concurr., Concurrence; Corresp., Correspondence; Dischgd., Discharged; Div'n, Division; H. E., His Excellency; H. M., Her Majesty; Incorp., Incorporation; Inqy., Inquiry; M., Motion; *m.*, moved; Res., Resolution; Ry., Railway; W., Whole House, thus Com. of W., Committee of Whole House; Withdr., Withdrawn.

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1st R.*, 324; 2nd R., 340; 3rd R.*, 365; assent, 685.

(10) An Act further to amend the Act to incorporate the South Saskatchewan Valley Railway Co.—*Mr. Plumb.*

1st R.*, 162; 2nd R. *m*, 171; *rep.* from Com. and 3rd R.*, 172; assent, 685.

(11) An Act respecting the Union of certain Methodist Churches therein named.—*Mr. Ferrier.*

1st R.*, 271; 2nd R., 280; 3rd R.*, 310; assent, 685.

(14) An Act to amalgamate the Board of Trade of the City of Toronto and the Toronto Corn Exchange Association.—*Mr. Allan.*

1st R.*, 171; 2nd R. *m*, 173; 3rd R.*, 258; assent, 685.

(19) An Act to amend certain powers of the Commercial Cable Co.—*Mr. Plumb.*

1st R.*, 162; 2nd R. *m*, 169; *rep.* from Com. and 3rd R.*, 172; assent, 685.

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1st R.*, 171; 2nd R.*, 240; 3rd R.*, 258; assent, 685.

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1st R.*, 323; 2nd R.*, 328; *rep.* from Com. and 3rd R., 337; assent, 685.

(21) An Act to amend the Steamboat Inspection Act of 1882 by reducing the fees payable on the renewal of Engineers' Licenses. — *Sir A. Campbell.*

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1st R.*, 290; 2nd R. (on M. of *Mr. McKay*) 307; *rep.* from Com., Amts. concurr. in and 3rd R., 316; assent, 685.

(24) An Act to incorporate the Halifax Steam Navigation Company (Ltd.)—*Mr. Almon.*

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(27) An Act to incorporate the Halifax Marine Insurance Co.—*Mr. Almon.*

1st R.*, 171; 2nd R., 257; 3rd R.*, 308; assent, 685.

(28) An Act to incorporate the Canada Temperance and General Life Assurance Company.—*Mr. Scott.*

1st R.*, 256; 2nd R., 261; *rep.* from Com.; concurr. in Amts. and 3rd R.* 316; assent, 685.

(29) An Act to incorporate the Bank of Winnipeg.—*Mr. Girard.*

1st R.*, 335; 2nd R., 364; 3rd R.*, 405; assent, 685.

(30) An Act to incorporate the Provincial Bank.—*Mr. Girard.*

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(30) An Act to extend to the Dominion of Canada the powers of the Corporation called the Netherlands American Land Co.—*Mr. Dickey.*

1st R.*, 271; 2nd R., 274; 3rd R.*, 297; assent, 685.

(31) An Act to incorporate the Lake Nipissing and James' Bay Railway Co.—*Mr. Girard.*

1st R.*, 273; 2nd R., 308; *rep.* from Com., concurr. in amts. and 3rd R.*, 326; assent, 685.

(32) An Act to confirm the lease of the Ontario & Quebec Railway to the Canadian Pacific Railway Co., and for other purposes.—*Mr. Allan.*

1st R.* 335; 2nd R., 354; 3rd R.* 365; assent, 685.

(33) An Act to empower the North-Western Coal and Navigation Co. (Limited) to construct and work a line of railway between Medicine Hat and the Company's mines on the Belly River, and for other purposes.—*Mr. Allan.*

1st R.*, 307; 2nd R., 309; 3rd R.*, 321; assent, 685.

(34) An Act to incorporate the Alberta Coal and Railway Co.—*Mr. Allan.*

1st R.*, 307; 2nd R., 308; 3rd R.*, 321; assent, 685.

(35) An Act to incorporate the Pictou Marine Insurance Co.—*Mr. Power.*

1st R.*, 172; 2nd R.*, 241; 3rd R.*, 258; assent, 685.

(36) An Act to authorize a further advance to the Province of Manitoba, in aid of the Public Schools therein.—*Sir A. Campbell.*

1st R.*, 256; 2nd R., 259; in Com., 266; 3rd R., 267; assent, 685.

(38) A Bill to prevent Fraud in the Manufacture and Sale of Agricultural Fertilizers.—*Mr. DeBoucherville.*

1st R.*, 271; 2nd R., 275-80; in Com., 318; Concurr. in Amts. and 3rd R., 318; assent, 685.

(40) An Act to Amend the Act incorporating the Ottawa, Waddington and New York Railway and Bridge Company.—*Mr. Scott.*

1st R.*, 256; 2nd R., 264; 3rd R.*, 271; assent, 685.

(41) An Act to incorporate the Saskatoon and Northern Railway Co.—*Mr. Plumb.*

1st R.*, 317; 2nd R., 323; *rep.* from Com., Concurr. in Amts. and 3rd R.*, 357; assent, 685.

(42) An Act to incorporate the Commercial Bank of Manitoba.—*Mr. Girard.*

1st R.*, 162; 2nd R. *m*, 170; Concurr. Amts. and 3rd R.*, 230; assent, 685.

(43) An Act to incorporate the Union Trust Company of Canada.—*Mr. Plumb.*

1st R.*, 172; 2nd R., 241; Concurr. in Amts. and 3rd.*, 307; assent, 685.

(44) An Act to authorise the transfer of the Welland Railway to the Grand Trunk Ry. of Canada, and for other purposes.—*Mr. Plumb.*

1st R.*, 217; 2nd R., 323; *rep.* from Com. and 3rd R.*, 337; assent, 685.

(45) An Act to incorporate the Owen Sound Dry-Dock, Shipbuilding and Navigation Company (Limited).—*Mr. McClelan.*

1st R.*, 230; 2nd R., 265; Concurr. in Amts. and 3rd R., 307; assent, 685.

(46) An Act respecting the Ontario and Quebec Ry. Co.—*Mr. Allan.*

1st R.*, 324; 2nd R., 337; *rep.* from Com., Concurr. in Amts. and 3rd R.*, 357; assent, 685.

(47) An Act respecting the Winding up of the Springhill and Parrsboro Railway Company, and the sale of Property thereof to the Cumberland Coal and Railway Co.—*Mr. Macfarlane.*

1st R.*, 243; 2nd R., 259; 3rd R.*, 274; assent, 685.

(48) An Act to incorporate the Atlantic Marine Insurance Co. (Limited).—*Mr. Power.*

1st R.*, 271; 2nd R., 274; 3rd R.*, 297; assent, 685.

(49) An Act to incorporate the Nova Scotia Marine Insurance Co.—*Mr. Power.*

1st R.*, 271; 2nd R., 274; 3rd R.*, 297; assent, 685.

(50) An Act Respecting the International Railway Co.—*Mr. Plumb.*

1st R.*, 230; 2nd R., 256; 3rd R.*, 271; assent, 685.

(51) An Act to Amend the Act incorporating the Bell Telephone Co. of Canada.

1st R.*, 162; 2nd R. *m* (*Mr. McKindsey*) 172; 3rd R.*, 271; assent, 685.

(54) An Act relating to the New Brunswick Ry. Co., and the Railways leased by said Co.—*Mr. Wark.*

1st R.*, 335; 2nd R., 364; 3rd R.*, 365; assent, 685.

(55) An Act to incorporate the Live Stock Insurance Co.—*Mr. Ogilvie.*

1st R.*, 268; 2nd R.*, 273; Concurr. in Amts. and 3rd R.*, 317; assent, 685.

(56) An Act to empower the Bondholders of the St. Lawrence and Ottawa Railway Co. to vote at meetings of the Company and for other purposes.—*Mr. Read.*

1st R.*, 273; 2nd R., 309; Concurr. in Amts. and 3rd R., 338; assent, 685.

(57) An Act respecting the Northern Railway Co. of Canada.—*Mr. Allan.*

1st R.*, 382; 2nd R.*, 452; *rep.* from Com. and Concurr. in Amts. deferred, 540; Bill referred back to Com., 585; in Com., 585-586; *rep.* from Com., 586; 3rd R., 587; assent, 685.

(58) An Act to incorporate the Gananoque, Perth, and James Bay Railway Co.—*Mr. Flint.*

1st R.*, 256; 2nd R., 266; *rep.* from Com. presented, 298; Concurr. in Amts. and 3rd R., 308; assent, 685.

(59) An Act respecting the Northern and North-Western Junction Railway Co.—*Mr. Allan.*

1st R.*, 307; 2nd R., 309; 3rd R.*, 321; assent, 685.

(61) An Act to amend the Act to incorporate the Synod of the Diocese of Saskatchewan, and for other purposes connected therewith.—*Mr. Plumb.*

1st R.*, 268; 2nd R. (on M. of *Mr. Allan*), 273; *rep.* from Com. and 3rd R. (on M. of *Mr. Allan*), 298; passed on a division, 299; assent, 685.

(62) An Act to incorporate the St. Clair Frontier Tunnel Co.—*Mr. Vidal.*

1st R.*, 271; 2nd R., 290; Concurr. in Amts., 325; M. for 3rd R. postponed on Question of order being raised (by *Mr. Power*), 326; 3rd R. Amt. suggested (by *Mr. Power*), that a certain number of the Directors should be British subjects), not accepted; Bill passed, 336; assent, 685.

(64) An Act to amend the Acts relating to the Manitoba & North-Western Railway Co. of Canada.—*Mr. Girard.*

1st R.*, 171; referred to Com., 173; 2nd R., 257; 3rd R., 298; assent, 685.

(65) An Act respecting the Hamilton and North-Western Railway Co.—*Mr. Turner.*

1st R.*, 382; *rep.* from Com., and M. for 2nd R., consideration postponed as report did not recommend suspension of 57th Rule, 405-06; rep. of Com. referred back to Com., 472; *rep.* from Com. and suspension of Rule recommended, suspension agreed to and 2nd R., 502; *rep.* from Com. and 3rd R., 540; assent, 685.

(66) An Act to reduce the Capital Stock of the Maritime Bank of the Dominion of Canada, and to make other provisions for the said bank.—*Mr. Botsford.*

1st R.*, 404; 2nd R., 472; *rep.* from Com., 539; Concurr. in Amts. and 3rd R., 540; assent, 685.

(67) An Act further to amend the Act to incorporate the Ontario and Pacific Railway Co.—*Mr. Plumb.*

1st R.*, 256; 2nd R., 261; 3rd R., 271; assent, 685.

(68) An Act respecting the Kingston and Pembroke Railway Company.—*Mr. Flint.*

1st R.*, 230; 2nd R., 259; 3rd R.*, 271; assent, 685.

(69) An Act to incorporate the Quebec Railway Bridge Co.—*Mr. Bellerose.*

1st R.*, 335; 2nd R., 354; *rep.* from Com., concurr. in Amts. and 3rd R.*, 387; assent, 685.

(72) An Act to incorporate the Guelph Junction Ry. Co.—*Mr. McClelan.*

1st R.*, 335; 2nd R., 364; *rep.* from Com., concurr. in Amts. and 3rd R.*, 387; assent, 685.

(73) An Act respecting the Central Ontario Railway Co.—*Mr. Flint.*

1st R.*, 404; 2nd R.*, 452; *rep.* from Com. and M. for 3rd R., 504; discussed, 504-506; agreed to, 506; assent, 685.

(75) An Act respecting the Manitoba and Southwestern Colonization Railway Co.—*Mr. Girard.*

1st R.*, 307; 2nd R., 314; *rep.* from Com., concurr. in Amts. and 3rd R., 321; assent, 685.

(80) An Act to amend the Act incorporating the Napanee, Tamworth and Quebec Railway Co.—*Mr. Flint.*

1st R.*, 307; 2nd R.*, 314; 3rd R.*, 321; assent, 685.

(81) An Act further to amend the Act incorporating the Souris and Rocky Mountain Railway Co., and to change the name of the Co. to the North-West Central Ry. Co.—*Mr. Robitaille.*

1st R.*, 324; 2nd R., 337; *rep.* from Com., 385; concurr. in Amts. 387; notice of Amt. on 3rd R. (*Mr. Dickey*), 387; 3rd R., 439; assent, 685.

(84) An Act to incorporate the Roman Catholic Episcopal Corporation of Pontiac.—*Mr. Scott.*

1st R.*, 317; 2nd R., carried on a div'n (C, 42; N.-C., 1), 332; *rep.* from Com. and 3rd R. on a div'n, 337; assent, 685.

(85) An Act respecting the Erie and Huron Railway.—*Mr. Scott.*

1st R.*, 324; 2nd R., 336; *rep.* from Com., concurr. in Amts. and 3rd R.*, 357; assent, 685.

(87) An Act to provide for the salary and travelling allowances of a Judge of the County Court of Cariboo in the Province of British Columbia.—*Sir A. Campbell.*

1st R.*, 256; 2nd R., 259; 3rd R., 266; assent, 685.

(87) An Act further to amend the Indian Act, 1880. — *Sir A. Campbell.*

1st R.*, 587; 2nd R., 605; in Com., 620-628; Amt. to 1st clause (*Sir A. Campbell*) agreed to, 621; in Com. again, 653-56; new clause added (as to sale of ammunition to Indians—*Sir A. Campbell*), 653; Amt. to 3rd clause (penalties for "potlaching"—*Sir A. Campbell*) agreed to on a division, 656; *rep.* from Com. and 3rd R., 656; assent, 685.

(88) An Act respecting the Real Estate Loan Co. of Canada (Limited).—*Mr. Allan.*

1st R.*, 335; 2nd R., 354; 3rd R.*, 405; assent, 685.

(89) An Act to amend the Act incorporating the Great American and European Short Line Ry. Co., and to change the name thereof to the Montreal & European Short Line Ry. Co.—*Mr. Macfarlane.*

1st R.*, 307; 2nd R., 309; *rep.* from Com., Concurr. in Amts. and 3rd R.*, 326; assent, 685.

(90) An Act respecting the Great Northern Ry. Co.—*Mr. Bellerose.*

1st R.*, 324; 2nd R., 336; *rep.* from Com., Concurr. in Amts. and 3rd R.*, 357; assent, 685.

(91) An Act to incorporate the Niagara Frontier Bridge Co.—*Mr. Macfarlane.*

1st R.*, 404; rep. of Com. recommending suspension of 50th Rule, agreed to, 502; M. for 2nd R., 502, discussed, 502-04; agreed to, 504; *rep.* from Com., Concurr. in Amts. and 3rd R., 586; assent, 685.

(92) An Act to incorporate the Traders' Bank of Canada.—*Mr. Howlan.*

1st R.*, 271; 2nd R. (on M. of *Mr. Vidal*), 298; 3rd R.*, 317; assent, 685.

(94) An Act to empower the Sovereign Fire Insurance Co. to relinquish their charter and to provide for the winding up of their affairs.—*Mr. Scott.*

1st R.* and M. for 2nd R., 271; 2nd R. (on M. of *Mr. McMaster*), 297; 3rd R.*, 310; assent, 685.

(95) An Act relating to the Roman Catholic Diocese of Ottawa.—*Mr. Scott.*

1st R.*, 317; 2nd R. carried on a div'n, 332; *rep.* from Com. and 3rd R. on a div'n, 337; assent, 685.

(101) An Act to amend the Act intituled "An Act respecting the Canadian Pacific Railway," and for other purposes.—*Sir A. Campbell.*

1st R* and M. for 2nd R., 172; 2nd R., 173-230; Amendmt. (ocean terminus to be within Dominion of Canada) (*Mr. Almon*) *m*, 212; in Com. of W, 231-239; *Mr. Almon's* Amt. moved, 234; lost on a div'n, 235; Amendmt. (*Mr. Reesor*) (Disallowance of local railway charters) *m*, 236; withdrawn, 239; B. reported without amendmt., 239; 3rd R., 243-256; Amendmt. (*Mr Power*) (no interests to be acquired in U.S. railways until loan repaid) *m*, 243; lost on a div'n, 252; B. read 3rd time on div'n, 252; passed, 256; assent, 258.

(108) An Act to amend the Act respecting the inspection of gas and gas meters.—*Sir A. Campbell.*

1st R.*, 365; 2nd R., 391; in Com., concurr. in amts. and 3rd R.*, 539; assent, 685.

(111) An Act respecting the Independence of Parliament Act, 1878. 41 Vic., cap. 5.—*Sir A. Campbell.*

1st R.*, 587; 2nd R., 605; in Com., 615-620; on M. that Com. report, 619; *rep.* from Com., 620; 3rd R., on a div'n, 650; assent, 685.

(114) An Act to amend and consolidate as amended the several Acts respecting the adulteration of food and drugs.—*Sir A. Campbell.*

1st R.*, 540; M. for 2nd R., 577; discussed, 577-583; agreed to, 583; in Com., *rep.* from Com., concurr. in amts., 605; 3rd R., 650; assent, 685.

(116) An Act to amend an Act respecting certificates to Masters and Mates of ships, and the Seamen's Act, 1873.—*Sir A. Campbell.*

1st R.*, 382; 2nd R., 471; in Com., 538; *rep.* from Com. and 3rd R., 538; assent, 685.

(117) An Act to amend an Act respecting inquiries and investigation into shipwrecks and other matters, and as to the powers of the Minister of Marine & Fisheries in certain cases reported to him under it.—*Sir A. Campbell.*

1st R.*, 508; 2nd R., 541; M. for ref. to Com. of W., 541, in Com., *rep.* from Com. and 3rd R., 567; assent, 685.

(119) An Act to authorize the advance of a further sum, for completing the graving dock of the harbour of Quebec.—*Sir A. Campbell.*

1st.*, 2nd.*, and 3rd R's, 662; assent, 685.

(120) An Act to amend the Weights and Measures Act of 1879.—*Sir A. Campbell.*

1st R.*, 540; 2nd R., 583; in Com., 607; *Mr. Power's* Amt. (penalties for short weight) accepted, 608; *rep.* from Com. and concurr. in amts., 608; 3rd R., 610; assent, 685.

(123) An Act to amend the Customs Act, 1783.—*Mr. Macpherson.*

1st R.*, 365; 2nd R., 394; in Com., and concurr. in Amts., 472; 3rd R., 509; assent, 685.

(124) An Act respecting fortifications and military buildings, and their maintenance and repair.—*Sir A. Campbell.*

1st R.*, 365; 2nd R., 391, discussion, 391-94; 3rd R.*, 442; assent, 685.

(125) An Act for giving effect to an agreement therein mentioned between the Government of Nova Scotia and that of the Dominion.—*Sir A. Campbell.*

1st R.*, 365; 2nd R., 394; discussion, 394-400; agreed to, 400; n Com., *rep.* from Com. and 3rd R.*, 475; assent, 685.

(126) An Act respecting the Vancouver Island Railway, the Esquimalt Graving Dock, and certain Railway Lands in the Province of British Columbia granted to the Dominion. *Sir A. Campbell.*

1st R.*, 382; 2nd R., 407; discussion, 407-38; carried on a div'n, 438; in Com, 472-75; Amt. to 14th Clause (as to boundary) agreed to, 474; Concurr. in Amt., 475; on 3rd R., *Mr. McInnes'* Amt. (tenders for the construction of the Railway to be advertised for, and submitted to Parliament at next Session) withdrawn; 3rd R agreed to, 509; assent, 685.

(128) An Act further to Amend the General Inspection Act, 1874.—*Sir A. Campbell.*

1st R.*, 587; 2nd R., 605; in Com., 625-29; Concurr. in Amts., 629; 3rd R.*, 650; assent, 685.

(129) An Act in further amendment of an Act respecting the treatment and relief of sick and distressed Mariners.—*Sir A. Campbell.*

1st R.*, 540; 2nd R., 583; in Com., *rep.* from Com. and 3rd R., 590; assent, 685.

(130) An Act to amend the Civil Service Acts of 1882 and 1883.—*Sir A. Campbell.*

1st R.*, 587; M. for 2nd R., 610; discussed, 610-15; agreed to, 615; in Com., 650-53; Amt. (*Mr. Power*) to 6th clause, accepted, 652; Amt. (*Sir A. Campbell*) to 1st clause agreed to, 653; *rep.* from Com., Concurr. in Amts, and 3rd R.*, 653; assent, 685.

(131) An Act to amend the Act to incorporate the Winnipeg and Hudson's Bay Railway and Steamship Company.—*Mr. Girard.*

1st R.*, 540; *rep.* from Com., 565; M. that 51st and 57th Rules be suspended and for 2nd R. agreed to 565; Concurr. in Amts. and 3rd R., 608; assent, 685.

(135) An Act further to amend the Consolidated Railway Act, 1879, and the Acts amending it.—*Sir A. Campbell.*

1st and 2nd R's.*, 657; in Com., 657-60; Amt. (*Mr. Power*) (as to actions against Companies for cattle killed) lost on a division, 660; on 3rd R., same Amt. *m* (by *Mr. Power*) and rejected 662; 3rd R., 662; assent, 685.

(139) An Act to amend the Act respecting the London Life Insurance Co.—*Mr. Plumb.*

1st R.*, 604; 2nd R.*, on suspension of 41st Rule, and reference to Com. on Banking on suspension of 61st Rule, 604; *rep.* from., 608; 3rd R., 609; assent, 685.

(140) An Act respecting the Department of Marine and Fisheries.—*Sir A. Campbell.*

1st*, 2nd and 3rd R's., 663-64; assent, 685.

(142) An Act further to amend the present Tariff of Duties of Customs.—*Sir A. Campbell.*

1st *, 2nd * and 3rd R's*, 664; assent, 685.

(143) An Act to amend the Liquor License Act, 1883.—*Sir A. Campbell.*

1st R.*, 674; M. for 2nd R., 674; agreed to, 675; 3rd R.* on a div'n, 675; assent, 685.

(147) An Act to authorize certain Subsidies and Grants for and in respect of the construction of the lines of railway therein mentioned.—*Sir A. Campbell.*

1st R.* and M. for 2nd R., 675; discussion, 675-681; 2nd and 3rd R's*, 681; assent, 685.

(147 *a*) An Act for granting to Her Majesty certain sums of money required for defraying certain expenses of the public service for the financial years ending respectively on the 30th June, 1884, and 30th June, 1885; and for other purposes relating to the public service.—*Sir A. Campbell.*

1st R.*, 681; M. for 2nd R., 681; discussed 681-85; agreed to, 685; 3rd R.*, 685; assent, 687.

(148) An Act to make further provision towards the completion of the Tidal Dock in the Harbor of Quebec.—*Sir A. Campbell.*

1st* 2nd* 3rd* R's, 663; assent, 685.

(149) An Act to provide for the salary and travelling allowance of an additional Puisne Judge of the Court of Queen's Bench of the Province of Manitoba.—*Sir A. Campbell.*

1st, 2nd and 3rd R's*, 662; assent, 685.

(154) An Act to readjust the yearly subsidies to be allowed by Canada to the several Provinces now included in the Dominion.—*Sir A. Campbell.*

1st* and 2nd R's, 669; discussion, 669-674; 3rd R.*, 674; assent, 685.

(156) An Act to authorize the raising by way of loan of certain moneys required for the public service.—*Sir A. Campbell.*

1st* and 2nd R's, 664; 3rd R. agreed to, 665; assent, 685.

Bell Telephone Co's Incorp. Act Amendment B. (51).—*Mr. McKindsey.*

1st R.*, 162; 2nd R. *m* (*Mr. McKindsey*), 172; 3rd R.*, 271; assent, 685.

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Extension of time for introducing *m* (*Mr. Howlan*), 73; (*Sir A. Campbell*), 78, 120.

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Block System on Railways, The.
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Notice of M. for Return (*Mr. Almon*), 104; M. and enquiry (*Mr. Almon*), 121; discussed (*Mr. Carvell*), 123; (*Mr. Kaulbach*), 125; (*Mr. Power*), 125; (*Sir A. Campbell*), 127.

British Columbia, Agreement with.
In debate on the Address: (*Mr. Lacoste*), 8; (*Mr. McKindsey*), 12; (*Mr. Scott*), 17; (*Mr. Power*), 27; (*Mr. Macdonald*), 34; (*Mr. McInnes*, B.C.), 35; (*Mr. Howlan*), 40.

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British Columbia, Condition of Indians in.
See "Indian Act Amendment Bill," 620-25.

British Columbia Criminal Law Extension B. (G)—*Sir A. Campbell.*
1st R.*, 357; 2nd R., 388; 3rd R.*, 439; assent, 685.

British Columbia, Mining Rights in.
See "Mr. Nelson's Inquiry," 338.

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British Columbia, The Eastern Boundary of.
Is it the intention of the Government to have the boundary defined, and secure mining rights? Inquiry (*Mr. Nelson*), 338; reply (*Mr. Macpherson*), 339.

Building Societies and Savings Co's. Acts Amendment B. (B)—*Mr. Allan.*
1st R., 162; 2nd R., 242; 3rd R., 258; Concurr. in Amts. of H. of C., 539; assent, 685.

Cable Connection between Europe and America.
See "Commercial Cable Co's B."

Cable Connection between Sambro and Sable Island.
See "Mr. Power's Inquiry," 601-04.

Canada Temperance Act, its operation and success.
See p. 349–53.

Canada Temperance Act Amendment B. (C.)—*Mr. Macpherson.*
1st R.*, 290; 2nd R., 340; discussed, 341-54, agreed to on a div'n; 354; M. to go into Com., 475; discussed, 475-500; agreed to, 500; in Com., 1st clause carried on a div'n, 501; *rep.* from Com. and Concurr. in Amt, 501; M. for 3rd R., 509; discussed, 509-36; *Mr. Dickey's* Amt. to 57th section (three-fifths of votes polled to be necessary to the adoption of the Act instead of only one-half) negatived on a div'n, 534; *Mr. Almon's* Amt. (to add a clause exempting ale, porter, lager beer and cider from the Act), negatived on a div'n, 534; *Mr. McMillan's* Amt. to section 99 (sale of liquor for medicinal purposes to be in quantities of not more than one pint), negatived on a div'n, 536; 3rd Reading of Bill on a div'n, 536; assent, 685.

Canada Temperance Life Assurance Co's Incorp. B. (28)—*Mr. Scott.*
1st R.*, 256; 2nd R., 261; *rep.* from Com., Concurr. in Amts. and 3rd R.*, 316; assent, 685.

Canadian Pacific Railway.
In debate on the Address: (*Mr. Lacoste*) 6; (*Mr. McKindsey*) 12; (*Mr. Scott*)

19; (*Mr. Power*) 28; (*Mr. Howlan*) 41; (*Mr. Haythorne*) 47; *Sir A Campbell*, 51.

Canadian Pacific Railway, Construction of

See Discussion on 2nd R. of B. (101), 173-230."

Canadian Pacific Railway extension to Quebec.

Subsidy granted to, 676.

Canadian Pacific Railway, leasing of Ontario & Quebec Railway to.

See " Ontario & Quebec."

Canadian Pacific Railway Act Amendment B. (101)—*Sir A. Campbell.*

1st R* and M. for 2nd R., 172; 2nd R., 173-230; Amendmt. (ocean terminus to be within Dominion of Canada) (*Mr. Almon*) *m*, 212; in Com. of W, 231-239; *Mr. Almon's* Amt. moved, 234; lost on a div'n, 235; Amendmt. (*Mr. Reesor*) (Disallowance of local railway charters) *m*, 236; withdrawn, 239; B. reported without amendmt., 239; 3rd R., 243-256; Amendmt. (*Mr Power*) (no interests to be acquired in U.S. railways until loan repaid) *m*, 243; lost on a div'n, 252; B. read 3rd time on div'n, 252; passed, 256; assent, 258.

Canadian Pacific Railway, South-western branch of.

Does the Canadian Pacific Railway Co. intend to construct the South-Western branch?—Inquiry (*Mr. Reesor*) 339. Reply (*Mr. Macpherson*) 340.

Canadian Pacific Railway Company.

Its position, prospects, and progress discussed, on 2nd R. of B. (101). See pp. 173-230.

Canned Food, dangers connected with the use of.

See discussion on Bill (114), 577-583.

Caraquet Railway Company.

Subsidy granted to, 677.

Cariboo County Court, additional Judge, B. (87)—*Sir A. Campbell.*

1st R.*, 256; 2nd R., 259; 3rd R., 266; assent, 685.

Cattle killed on Railroad Tracks, Liability for,

See " Railway Companies &c."

Central Ontario Railway Co's B. (73)—*Mr. Flint.*

1st R.*, 404; 2nd R.*, 452; *rep.* from Com. and M. for 3rd R., 504; discussed, 504-506; agreed to, 506; assent, 685.

Central Railway Extension.

Subsidy granted to, 677.

Chapleau, Hon. Mr.

Remarks on, in debate on the address (*Mr. Bellerose*), 53; (*Sir A. Campbell*), 60; explanation (*Mr. Bellerose*), 74.

Charlottetown, The Fire at.

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Civil Service Act Amendment B. (130)—*Sir A. Campbell.*

1st R.*, 587; M. for 2nd R., 610; discussed, 610-15; agreed to, 615; in Com., 650-53; Amt. (*Mr. Power*) to 6th clause, accepted, 652; Amt. (*Sir A. Campbell*) to 1st clause agreed to, 653; *rep.* from Com., Concurr. in Amts. and 3rd R *, 653; assent, 685.

Coal Lands of British Columbia, The.

Inquiry (*Mr. McInnes*) and reply (*Sir A. Campbell*), 272.

Collisions on the Intercolonial Railway.

See " Intercolonial Railway."

Commercial Bank of Manitoba Incorp. (42)—*Mr. Girard.*

1st R.*, 162; 2nd R. *m*, 170; Concurr. Amts. and 3rd R.*, 230; assent, 685.

Commercial Cable Co's B. (19)—*Mr. Plumb.*

1st R.*, 162; 2nd R. *m*, 169; *rep.* from Com. and 3rd R.*, 172; assent, 685.

Committees, Sessional.

See " Sessional Committees."

Competitive Examinations for Promotion in Civil Service.

See " Promotion, &c."

Condolence, Address of, on death of Prince Leopold.

See " Prince Leopold."

Consolidated Railway Act Amendment B. (135)—*Sir A. Campbell.*

1st and 2nd R's.*, 657; in Com., 657-60; Amt. (*Mr. Power*) (as to actions against Companies for cattle killed) lost on a division, 660; on 3rd R., same Amt. *m* (by *Mr. Power*) and rejected 662; 3rd R,, 662; assent, 685.

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5th report (use of Reading Room during recess and promotion of officials) adopted (on *Mr Vidal's* M.), 587-90.

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Cumberland Coal and Railway Co.

See "Springhill and Parrsboro."

Customs Act, 1883, Amendment B. (123).—*Mr. Macpherson.*

1st R.*, 365; 2nd R., 394; in Com., and concurr. in Amts., 472; 3rd R., 509; assent, 685.

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Subsidy granted to, 677.

Desecration of the Sabbath.

See "Sabbath."

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Disallowance of Local Railway Charters.

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Consolidated Railway Act Amendment B. (135)—*Sir A. Campbell.*

On 3rd R. *Mr. Power's* Amt. (as to actions against railway companies for cattle killed on track) negatived: (C. 11, N-C. 21), 662.

Temperance Act Amendment B. (C)—*Mr. Macpherson.*

On 3rd R. *Mr. Dickey's* Amt. (three-fourths of votes polled to be in favor of Act instead of only one-half) negatived: (C. 25, N-C. 27); and *Mr. Almon's* Amt. (ale, porter, lager beer and cider exempted from Act) negatived: (C. 23, N-C. 28), 534.

Mr. McMillan's Amt. (sale for medicinal purposes to be in quantities of not more than one pint) negatived: (C. 21, N-C. 24), 536.

Roman Catholic Episcopal Incorporation Bill (84)—*Mr. Scott.*

2nd R. carried on a division: (C. 42, N-C. 1), 332.

Vancouver Island Railway B. (126)—*Sir A. Campbell.*

2nd R. carried on a div'n: (C. 41, N-C. 16), 438.

Divorce, The Graham Case.

Certificate of Fee paid (*The Speaker*). 69; Notice of Service presented (*Mr, Kaulbach*), 69; question as to sufficiency of declaration discussed, 69-70-71; Petition read, 71.

Divorce, Graham B. (A) — *Mr. Kaulbach.*

1st R. and M. for 2nd R. on a div'n, 74; evidence of Service of Notice on deft., 108; appearance of petitioner and dispensing with his examination *m*, 109; 2nd R. *m* on a div'n, 110; referred to Com. *m* 110; *rep.* of Select Com. adopted on a div'n (on *Mr. Kaulbach's* M.), 161; 3rd R. (on *Mr. Kaulbach's* M.), 167; assent, 685.

Dominion and Nova Scotia Government's Agreement B. (125)—*Sir A. Campbell.*

1st R.*, 365; 2nd R., 394; discussion, 394-400; agreed to, 400; n Com., *rep.* from Com. and 3rd R.*, 475; assent, 685.

Dominion Exhibition.

Whether it is the intention of the Government to have the Exhibition for 1884 held in Prince Edward Island. Inquiry (*Mr. Haythorne*), and Reply (*Sir A. Campbell*) 335.

Dominion Lands Act Amendment B. (D)—*Mr. Macpherson.*

1st R.*, 335; 2nd R., 358; discussed, 358-59-60-61-62-63; agreed to, 364; Amt. (*Mr. Sutherland*) (to add the word "neighbor" in 2nd clause) *suggested*, 361; on M. to go into Com., 369; discussion, 369-79; in Com., 379; in Com. again, 443-52; notice of Amt. on 3rd R. (*Mr. Dickey*), 452; Bill rep. from Com. and Amts, concurred in, 452; M. for 3rd R., 452; discussed, 452-471; *Mr. Dickey's* Amt. ("residence" to be permitted with any neighbor and not confined to the family) *m*, 452; 3rd R postponed, 471; 3rd R. *m*, 537; *Mr. Dickey's* Amt. *withdrawn* and *Mr. Howlan's* of a similar character accepted, 537; in Com. again, 538; *rep.* from Com. and Amts. concurred in, 538; *Mr. Reesor's* Amt. (as to residence) lost on a div'n and Bill read a 3rd time, 538; concurr. in Amts. of H. of C., 665-69; assent, 685.

Drugs, Adulteration of.

See Discussion on Bill (114), 577-583.

Eastern Extension Railway, Transference of, from Nova Scotia to Dominion Government.

See Bill (125), 394.

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See 2nd R. of B. (36), 259-61.

Election Law condemned.

In debate on the Address (*Mr. Bellerose*) 57.

Erie & Huron Railway B. (85)—*Mr. Scott.*

1st R.*, 356; 2nd R., 387; 3rd R.*, 439; assent, 685.
Subsidy granted to, 676.

Esquimalt (B.C.) Graving Dock.

See Discussion on Vancouver Island Railway B., 433.

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Examinations, Preliminary, Dispensed with, for Clerks entering the Civil Service.

See "Civil Service Act Amendment B., 610.

Exhibition, Dominion.

See "Dominion Exhibition."

Inquiry (*Mr. Haythorne*), 106; remarks (*Mr. Kaulbach*), 108; reply (*Sir A. Campbell*), 108.

Export Duties on Hay.

See "Hay."

Factory Labor, Regulation of.

In debate on the Address (*Mr. Lacoste*), 8; (*Mr. Scott*), 18; (*Mr. Power*), 28.

Felony and Misdemeanors, Speedy Trial of in Manitoba, B. (F)—*Sir A. Campbell.*

1st R.*, 356; 2nd R., 387; 3rd R.*, 439; assent, 685.

Fertilizers, Manufacture and Sale of.

See debate on 2nd R. of B. (38); 275-280.

Fisheries of Nova Scotia, The.

M. for return (*Mr. Power*), 129-41; remarks (*Mr. Kaulbach*), 135-142; (*Mr. Almon*), 138; (*Mr. Skead*), 139; (*Mr. Macfarlane*), 139; (*Mr. Macpherson*), 140; (*Mr. Plumb*), 140,

Fisheries Exhibition in London.

In debate on the Address (*Mr. Lacoste*), 7; (*Mr. Scott*), 16; (*Mr. Power*), 26; (*Mr. Howlan*), 39; (*Mr. Kaulbach*), 42; (*Mr. Haythorne*), 46.

Fishery Bounty, Distribution of.

In debate on the Address (*Sir A. Campbell*), 51.

Fish, Inspection of.

See General Inspection Act Amendment B., 625-29.

Food, Adulteration of.

See discussion on Bill (114), 577-83.

Foreshores of Public Harbors.

See discussions on 2nd and 3rd R's of Bill (H), and Mr. Power's Amt. relating thereto, 388-90, 439-42.

Forests, Preservation of, in the North-West.

See "North-West."

Fortifications and Military Buildings B. (124)—*Sir A. Campbell.*

1st R.*, 365; 2nd R., 391, discussion, 391-94; 3rd R.*, 442; assent, 685.

France, Steamship Communication with.

M. for Return (*Mr. Trudel*) 567-72; remarks (*Sir. A Campbell*) 569; (*Mr. Power*) 569; (*Mr. Almon* and *Mr. Kaulbach*) 570; (*Mr. Plumb* and *Mr. Haythorne*) 571; agreed to, 572.

Franchise, Legislation as to the.

In Debate on the Address, (*Mr. Scott*) 18; (*Mr. Power*) 28; (*Mr. Howlan*) 41; (*Mr. Haythorne*) 47.

Free Passes on Government Railroads.

M. for Return (*Mr. Power*) 79; Reply (*Sir A. Campbell*) 81; agreed to, 81.

French Canadian Population.

Their claims to larger representation in the Senate and more positions in the Civil Service; on *Mr. Bellerose's* Inquiry, 110-12; See also "French Minister, &c.," under "Senate."

French Minister in the Senate.

See "Senate."

Gananoque, Perth & James' Bay Railway Co's Incorp. B. (58)—*Mr. Flint.*

1st R.*, 256; 2nd R., 266; *rep.* from Com. presented, 298; Concurr. in Amts. and 3rd R., 308; assent, 685.

Gas Inspection Act Amendment B. (108)—*Sir A. Campbell.*

1st R.*, 365; 2nd R., 391; in Com., concurr. in amts. and 3rd R.*, 539; assent, 685.

Gatineau Railway Company.

Subsidy granted to, 676.

General Inspection Act, 1874, Amendment B. (128)—*Sir A. Campbell.*

1st R.*, 587; 2nd R., 605; in Com., 625-29; Concurr. in Amts., 629; 3rd R.*, 650; assent, 685.

Globe, The, newspaper, and the North-West.

See *Mr. Plumb's* remarks, 550 *et seq.*

Graham, The, Divorce Case.

See "Divorce."

Grand Piles and Lake Edward Railway.

Subsidy granted to, 677.

Grand Trunk Railway Co's B. (21)—*Mr. Ferrier.*

1st R.*, 323; 2nd R.*, 328; *rep.* from Com. and 3rd R., 337; assent, 685.

Grand Trunk Railway, Transfer of Welland Railway to.

See "Welland Railway."

Grand Trunk Railway.

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Graving Dock at Quebec.

See "Quebec Graving Dock."

Great American and European Short Line Railway Co's B. (89)—*Mr. Macfarlane.*

1st R.*, 307; 2nd R., 309; *rep.* from Com., Concurr. in Amts. and 3rd R.*, 326; assent, 685.

Great Northern Railway Co's B. (90)—*Mr. Bellerose.*

1st R.*, 324; 2nd R., 336; *rep.* from Com., Concurr. in Amts. and 3rd R.*, 357; assent, 685.

Great Northern Railway Co.

Subsidy granted to, 676.

Guelph Junction Railway Co's Incorp. B. (72)—*Mr. McClelan.*

1st R.*, 335; 2nd R., 364; *rep.* from Com., concurr. in Amts. and 3rd R.*, 387; assent, 685.

Halifax Catholic Boys Reformatory B. (E)—*Mr. Power.*

1st R.*, 338; M. for 2nd R., 400; discussion, 400-4; agreed to, 404; in Com. and concurr. in Amts., 508; 3rd R.*, 540; assent, 685.

Halifax Marine Insurance Co's Incorp. B. (27)—*Mr. Almon.*

1st R.*, 171; 2nd R., 257; 3rd, R.* 308; assent, 685.

Halifax Steam Navigation Co's Incorp. B. (24)—*Mr. Almon.*

1st R.*, 243; 2nd R., 259; *rep.* from Com. and 3rd R.*, 273; assent, 685.

Halton County, Ontario, Returns of Liquor sold for Medicinal purposes under "Scott Act."

See "Liquor."

Hamilton and North-Western Railway Co's B. (65)—*Mr. Turner.*

1st R.*, 382; *rep.* from Com., and M. for 2nd R., consideration postponed as report did not recommend suspension of 57th Rule, 405-06; rep. of Com. referred back to Com., 472; *rep.* from Com. and suspension of Rule recommended, suspension agreed to and 2nd R., 502; *rep.* from Com. and 3rd R., 540; assent, 685.

Harbors, Public, Foreshores of.

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Hay, Export Duties on.

Inquiry (*Mr. McClelan*), 82; reply (*Sir A. Campbell*), 82.

Her Majesty, Address of Condolence to, on death of Prince Leopold.

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Homesteading in the North-West, Regulations regarding.

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Homestead Privileges in North-West.

See "*Mr. Plumb's* remarks," 152.

Hopewell & Alma Railway.

Subsidy granted to, 676.

Hudson's Bay, Grants in aid of railway to.

See "Amts. of H. of C. to Dominion Lands Bill," 665, &c.

Hudson's Bay, Navigability of.

See "Winnipeg & Hudson's Bay Railway."

Hudson's Bay, Navigation of.

Inquiry (*Mr. Wark*) 597; remarks (*Mr. Power*) 598; (*Mr. Haythorne*) 599; (*Mr. Kaulbach*) 600; reply (*Sir A. Campbell*) 600.

Hudson's Bay, Railway Routes to.

See "Winnipeg and Hudson's Bay Railway."

Ill-Fame or Assignation Houses.

Legislation concerning them promised by the Government at next Session, (*Sir A. Campbell*) 366.

Immigration into Canada.

In Debate on the Address (*Mr. Lacoste*) 7; (*Mr. McKindsey*) 12; (*Mr. Scott*) 17; (*Mr. Power*) 27; (*Mr. Howlan*) 40; (*Sir A. Campbell*) 50; see also "Pauper Immigrants at Toronto."

Immigration, Nova Scotia as a Field for.

See "Nova Scotia."

Independence of Parliament Act Amendment B. (111)—*Sir A. Campbell.*

1st R.*, 587; 2nd R., 605; in Com., 615-620; on M. that Com. report, 619; *rep.* from Com., 620; 3rd R., on a div'n, 650; assent, 685.

Indian Act, 1880, Amendment B. (87)—*Sir A. Campbell.*

1st R.*, 587; 2nd R., 605; in Com., 620-628; Amt. to 1st clause (*Sir A. Campbell*) agreed to, 621; in Com. again, 653-56; new clause added (as to sale of ammunition to Indians—*Sir A. Campbell*), 653; Amt. to 3rd clause (penalties for "potlaching"—*Sir A. Campbell*) agreed to on a division, 656; *rep.* from Com. and 3rd R., 656; assent, 685.

Indian Municipal Privilege B. (22)—*Sir A. Campbell.*

1st R.*, 264; 2nd R., 606; in Com., 656; *rep.* from Com., 656; 3rd R. *m*, 656; passed, 657; assent, 685.

Indians, Extension of Municipal Privileges to.

In Debate on the Address (*Mr. Lacoste*) 7; (*Mr. Scott*) 18; (*Mr. Power*) 28; (*Mr. McDonald*) 35.

Insolvent Banks and Trading Corporations Act Amendment B. (J)—*Sir A. Campbell.*

1st R.*, 404; 2nd R., 536; in Com., *rep.* from Com. and M. for 3rd R., 543; Amt. to 1st clause (*Sir A. Campbell*) agreed to, 572; 3rd R., 573-77; assent, 685.

Intercolonial Railway, Collisions on,

Is it the intention of the Government to introduce the block system, in order to prevent collisions? Inquiry (*Mr. Dickey*) 355. Reply (*Sir A. Campbell*) 356.

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In debate on the Address (*Mr. Howlan*) 42; (*Sir A. Campbell*) 49.

Intercolonial Railway, Fatal accident on the.

Inquiry (*Mr. Dickey*) 507; reply (*Sir A. Campbell*) 508.

Intercolonial Railway Income and Expenditure.

Inquiry (*Mr. Power*) 629; remarks (*Mr. Kaulbach*) 641; (*Mr. Ogilvie*) 643; (*Mr. Plumb*) 645; reply (*Sir A. Campbell*) 643.

Intercolonial Railway, Passes on the.

Mr. Power complains of return furnished in answer to Address not being in accordance with the Address, 629; See also, 649.

Intercolonial Railway, Pullman cars on the.

Inquiry (*Mr. Power*) 299; remarks (*Mr Almon*) 302; (*Mr. Read*) 303; (*Mr. Dever*) 303-4; (*Mr. Bellerose*) 303; (*Mr. Kaulbach*) 304; (*Mr. Odell*) 305; (*Mr. Plumb*) 306; reply (*Sir A. Campbell*) 305.

Intercolonial Railway, The late accident on the.

Inquiry (*Mr. Dickey*) 609; reply (*Sir A. Campbell*) 610.

International law, Breach of, in British Columbia.

See "British Columbia."

International Railway Co's B. (50)—*Mr. Plumb.*

1st R.*, 230; 2nd R., 256; 3rd R.*, 271; assent, 685.

Irondale, Bancroft and Ottawa Railway.

Subsidy granted to, 676.

Jacques Cartier Union and Canadian Pacific Junction Railway.

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James' Bay Railway.

See "Lake Nipissing."

Jurisdiction of Federal and Provincial Legislatures as to Liquor Licenses.

See "License Act Amt. Bill, 674.

Justices of the Peace out of Sessions Amendment B (I)—*Sir A. Campbell.*

1st R.*, 404; 2nd R., 472; in com., 538; *rep.* from Com. and 3rd R., 539; assent, 685.

Kingston and Pembroke Railway Co's B. (68)—*Mr. Flint.*

1st R.*, 230; 2nd R., 259; 3rd R.*, 271; assent, 685.

Kingston and Pembroke Railway Company.

Subsidy granted to, 676.

Laborer's Claims on Short Line Railway.

See "Short Line Railway."

Lake Nipissing and James' Bay Railway Co's Incorp. B. (31)—*Mr. Girard.*

1st R.*, 273; 2nd R., 308; *rep.* from Com., concurr. in amts. and 3rd R.*, 326; assent, 685.

British Columbia, Coal Lands in, granting of to the Dunsmuir Company.

See discussion on Vancouver Island Ry. B., 407-38.

Lansdowne, Marquis of, Appointment as Governor-General.

In debate on the Address: (*Mr. Laconte*), 8; (*Mr. McKindsey*), 10; (*Mr. Scott*) 14; (*Mr. Power*), 26; (*Mr. Howlan*), 36; (*Mr. Haythorne*), 44.

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M. for return (Mr. Paquet), 297.

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Licenses to Engineers of Steamboats, Reduction of Fees for.

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License Act, Complications in connection with, at St. John.

Inquiry (*Mr. Wark*), 128; reply (*Sir A. Campbell*), 128.

Licenses, non-existent in certain counties.

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Inquiry (*Mr. Haythorne*), 586; reply (*Sir A. Campbell*), 586.

Liquidators of Insolvent Corporations, Appointment of.

See Discussion on Bill (J), 573 77.

Liquor License Act, 1883, Amendment B. (143)—*Sir A. Campbell.*

1st R.*, 674; M. for 2nd R., 674; agreed to, 675; 3rd R.* on a div'n, 675; assent, 685.

Liquor, Sale of, for Medicinal purposes under Canada Temperance Act.

See Discussion on 2nd R. of B. (C), 341-49.

Live Stock Insurance Co's Incorp. B. (55)—*Mr. Ogilvie.*

1st R.*, 268; 2nd R.*, 273; Concurr. in Amts. and 3rd R.*, 317; assent, 685.

Loans Authorized.

See "Quebec Graving Dock" and "Quebec Tidal Dock."

London Life Insurance Co's B. (139)—*Mr. Plumb.*

1st R.*, 604; 2nd R.*, on suspension of 41st Rule, and reference to Com. on Banking on suspension of 61st Rule, 604; *rep.* from., 608; 3rd R., 609; assent, 685.

Maitoba, Additional Judge, Provision for, B. (149)—*Sir. A Campbell.*

1st, 2nd and 3rd R's*, 662; assent, 685.

Manitoba and the North-West, Attacks of Opposition Press upon.

Remarks by *Mr. Plumb* on M. to adjourn, 544-65.

Manitoba and North-Western Railway Co's B. (64)—*Mr. Girard.*

1st R.*, 171; referred to Com., 173; 2nd R., 257; 3rd R., 298; assent, 685.

Manitoba Land Claims Settlement B. (N)—*Mr. Macpherson.*

1st R.*, 567; 2nd R., 597; in Com., *rep.* from Com., Concurr. in Amt., and 3rd R., 608; assent, 685.

Manitoba and South-Western Colonization Railway Co's B (75)—*Mr. Girard.*

1st R.*, 307; 2nd R., 314; *rep.* from Com., concurr. in Amts. and 3rd R., 321; assent, 685.

Manitoba, Province of, additional Subsidy to.

See Provincial Subsidies Bill, 669.

Manitoba Public Schools Assistance B. (36)—*Sir A. Campbell.*

1st R.*, 256; 2nd R., 259; in Com., 266; 3rd R., 267; assent, 685.

Marine and Fisheries Department B. (140)—*Sir A. Campbell.*

1st*, 2nd and 3rd R's., 663-64; assent, 685.

Marine and Fisheries Department.

Management of in reference to Sable Island criticised (*Mr. Almon*), 123; (*Mr. Power*), 126; defended, (*Sir A. Campbell*) 127.

Mariners, Sick and Distressed, Treatment and Relief of.

See "Sick and Distressed Mariners."

Maritime Bank of Canada B. (66)—*Mr. Botsford.*

1st R.*, 404; 2nd R., 472; *rep.* from Com., 539; Concurr. in Amts. and 3rd R., 540; assent, 685.

Masters and Mates Certificates Act Amendment B. (116)—*Sir A. Campbell.*

1st R.*, 382; 2nd R., 471; in Com., 538; *rep.* from Com. and 3rd R., 538; assent, 685.

Mates, Certificates to.

See "Masters and Mates."

Measures and Weights Act.

See "Weights and Measures."

Metapediac & Paspebiac Railway.

Subsidy granted to, 677.

Methodist Union B. (11)—*Mr. Ferrier.*

1st R.*, 271; 2nd R., 280; 3rd R.*, 310; assent, 685.

Military Buildings, Maintenance of.

See "Fortifications."

Military Instruction Schools.

Inquiry (*Mr. Dickey*), 82; remarks (*Mr. Odell, Mr Haythorne*), 85; (*Mr. Wark*), 86; (*Mr. Power*), 87; (*Mr. Almon, Mr. Carvell, Mr. Kaulbach*), 88; (*Mr. Dever*), 89; (*Mr. McClelan, Mr. Botsford*), 91; reply, (*Sir A. Campbell*), 91.

Mining Rights in British Columbia.

See "British Columbia."

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Subsidy granted to, 686.

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Campbell), 60; explanation (*Mr. Bellerose*), 76.

Municipal Organization in the North-West.

See *Mr. Plumb's* remarks, 148.

Napanee, Tamworth and Quebec Railway C'o's Incorp. Act Amt. B. (80)—*Mr. Flint.*

1st R.*, 307; 2nd R.*, 314; 3rd R.*, 321; assent, 685.

Napanee, Tamworth and Quebec Railway Company.

Subsidy granted to, 676.

National Policy Discussed.

In debate on the Address (*Mr. Scott*), 19; (*Mr. Howlan*), 38; (*Mr. Haythorne*), 45; (*Sir A. Campbell*), 48.

Navigation of Hudson's Bay.

See "Hudson's Bay."

Netherlands American Land Co's B. (30)—*Mr. Dickey.*

1st R.*, 271; 2nd R., 274; 3rd R.*, 297; assent, 685.

New Brunswick, Province of, additional Subsidy to.

See "Provincial Subsidies Bill."

New Brunswick Railway Co's B. (54)—*Mr. Wark.*

1st R.*, 335; 2nd R., 364; 3rd R.*, 365; assent, 685.

Newfoundland Herring, Inspection of.

See discussion on 2nd R. of Inspection Act Amendment B. (128), 605-6.

Niagara Bridge Company.

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Niagara Frontier Bridge Co's Incorp. B. (91)—*Mr. Macfarlane.*

1st R.*, 404; rep. of Com. recommending suspension of 50th Rule, agreed to, 502; M. for 2nd R., 502, discussed, 502-04; agreed to, 504; *rep.* from Com., Concurr. in Amts. and 3rd R, 586; assent, 685.

"Northern Light," The steamship.

M. for return (*Mr. Haythorne*) 92; remarks (*Mr. Macfarlane, Mr. Howlan*) 94; (*Mr. Kaulbach, Mr. Wark*) 96; (*Mr. Carvell*) 97: reply (*Sir A. Campbell*) 98; M. agreed to, 99.

North Shore Railway.

Subsidy granted to, 675.

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North-West Lands, right of pre-emption extended for two years.

See Amts. of House of Commons to Dominion Lands Bill, 665, &c.

North-West, Parliamentary Representation in the.

Inquiry (*Mr. Plumb*) 143, 155, 160; Remarks (*Mr. Power*) 153; (*Mr. Turner*) 155; (*Mr. Girard*) 156; Reply (*Mr. Macpherson*) 157.

North-West, Policy of Conservative and Liberal Administration regarding the.

See *Mr. Plumb's* remarks, 545, *et seq.*

North-West, Preservation of Forests in the.

359 to 363.

North-West, Progress of.

In Debate on the Address (*Mr. McKindsey*) 12; (*Mr. Scott*) 18.

North-West, Settlers Grievances in.

See *Mr. Haythorne's* Remarks, 221-26.

North-West Territories Act Amendment B. (L)—*Mr. Macpherson.*

1st R.*, 540; 2nd R., 567; in Com., 591-97; *rep.* from Com., 597; additional Amts. (on M. of *Mr. Macpherson*), 604; 3rd R., 605; assent, 685.

North-Western Coal and Navigation Co's B. (33)—*Mr. Allan.*

1st R.*, 307; 2nd R., 309; 3rd R.*, 321; assent, 685.

Northern Railway Co's B. (57)—*Mr. Allan.*

1st R.*, 382; 2nd R.*, 452; *rep.* from Com. and Concurr. in Amts. deferred, 540; Bill referred back to Com., 585; in Com., 585-586; *rep.* from Com., 586; 3rd R., 587; assent, 685.

Northern and North-Western Junction Railway Co's B. (59)—*Mr. Allan.*

1st R.*, 307; 2nd R., 309; 3rd R.*, 321; assent, 685.

Northern and Western Railway Co.

Subsidy granted to, 676.

Nova Scotia, Agreement between Government of, and Dominion Government.

See Bill (125), 394.

Nova Scotia as a Field for Immigration.

Inquiry (*Mr. Dickey*), 163-65-66; remarks (*Mr. Wark, Mr. Kaulbach*), 165; reply (*Sir A. Campbell*), 166.

Nova Scotia Marine Insurance Co's Incorp. B. (49.)—*Mr. Power.*

1st R.*, 271; 2nd R., 274; 3rd R.*, 297; assent, 685.

Nova Scotia, Preservation of Block Houses in.

See "Block Houses."

Nova Scotia, Province of, Additional Subsidy to.

See Provincial Subsidies Bill, 669.

Nova Scotia, Railway Agreement with.

In debate on the Address: (*Mr. Power*), 30; (*Mr. Kaulbach*), 43.

Nova Scotia, The Fisheries of.

See "Fisheries, &c."

Observance of the Sabbath.

See "Sabbath Observance."

Ocean Mutual Marine Insurance Co's. Incorp. Act Amt. B. (20)—*Mr. Almon.*

1st R.*, 171; 2nd R.*, 240; 3rd R.*, 258; assent, 685.

Ocean Terminus of Canadian Pacific Railway.

See *Mr. Almon's* Amt. to Bill (101) in Com. of W., 234; and *Mr. Power's* Amt. on 3rd R., 243.

Ontario Boundary B. (K)—*Sir A. Campbell.*

1st R.*, 452; 2nd R., 541; in Com., 584; *rep.* from Com., Concurr. in Amts. and 3rd R., 584; assent, 685.

Ontario Pacific Railway Co's Incorp. Act Amt. B. (67)—*Mr. Plumb.*

1st R.*, 256; 2nd R., 261; 3rd R., 271; assent, 685.

Ontario and Pacific Railway Company.

Subsidy granted to, 676.

Ontario and Quebec Railway Co's Leasing B. (32)—*Mr. Allan.*

1st R.* 335; 2nd R., 354; 3rd R.* 365; assent, 685.

Ontario and Quebec Railway Co's B. (46)—*Mr. Allan.*

1st R.*, 324; 2nd R., 337; *rep.* from Com., Concurr. in Amts. and 3rd R.*, 357; assent, 685.

Ontario, Province of, additional subsidy to.

See Provincial Subsidies Bill, 669.

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1st R.*, 162; 2nd R. *m*, 171; *rep.* from Com. and 3rd R.*, 172; assent, 685.

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1st R.*, 217; 2nd R., 323; *rep.* from Com. and 3rd R.*, 337; assent, 685.

Winnipeg & Hudson's Bay Railway and Steamship Co. Incorp. B. (131)—*Mr. Girard.*

1st R.*, 540; *rep.* from Com., 565; M. that 51st and 57th Rules be suspended and for 2nd R. agreed to 565; Concurr. in Amts. and 3rd R., 608; assent, 685.

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